VILLAGE OF MORTON GROVE

APPEARANCE COMMISSION

Flickinger Municipal Center
6101 Capulina Avenue, Morton Grove, IL 60053

Tuesday, June 3, 2025 - 7:00 P.M.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF MINUTES
April 1, 2025, Meeting of the Appearance Commission

III. PUBLIC MEETING

CASE	AC 25-07
APPLICANT	Extra Space Storage, LLC
LOCATION	6505 Oakton Street Morton Grove, Illinois 60053
PETITION	Request for approval of an Appearance Certificate for the installation of wall signs with waivers for sign size.

CASE	AC 25-08
APPLICANT	Bridge Industrial
LOCATION	8125-45 River Drive and 8120-40 Lehigh Avenue Morton Grove, Illinois 60053
PETITION	Request for approval of an Appearance Certificate for site, landscape, and building plans associated with Case PC 25-06, a request for a Special Use Permit for redevelopment to establish warehousing, distribution centers, and light manufacturing uses with select waivers regarding setbacks, landscaping, signage, and parking located in a street side yard.

IV. OTHER BUSINESS None

V. CLOSE MEETING

Note that all persons are welcome to attend the public meeting in-person as regularly scheduled. All persons in attendance will have the opportunity to be heard during periods of public comment.

MINUTES OF THE APRIL 1, 2025
MEETING OF THE MORTON GROVE APPEARANCE COMMISSION
MORTON GROVE VILLAGE HALL, 6101 CAPULINA AVENUE, MORTON GROVE, IL 60053

Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Appearance Commission was called to order at 7:00 p.m. by Chairperson Pietron. Anne Ryder Kirchner called the roll.

Commissioners Present:	Block, Ingram, Minx, Pietron, and Zimmer
Commissioners Absent:	Hedrick and Manno with notice
Village Staff Present:	Brandon Nolin, AICP, Community Development Administrator Anne Ryder Kirchner, Planner/Zoning Administrator
Trustees Present:	None

Chairperson Pietron proceeded to seek approval of the March 4, 2025 minutes.

Commissioner Minx moved to approve the minutes. Commissioner Zimmer seconded the motion. Chairperson Pietron called for the vote.

Commissioner Block voting	aye
Commissioner Ingram voting	abstain
Commissioner Minx voting	aye
Commissioner Zimmer voting	aye
Chairperson Pietron voting	aye

Minutes approved (4-0)

Chairperson Pietron called for the case.

CASE: AC 25-06

APPLICANT: Xcelerate Permits LLC and Cushman & Wakefield Inc. on behalf of Kensington Morton Grove, LLC

LOCATION: 8745 Waukegan Road
Morton Grove, Illinois 60053

PETITION: Request for an Appearance Certificate for the installation of bollards and wall signs with waivers for sign size.

Mr. Nolin said the applicant is requesting the Appearance Commission's review and approval of a sign application with applicable waivers to requirements to allow the wall signs, monument signs, and directional signs at the property to be replaced at the property commonly known as 8745 Waukegan Road (which is a Bank of America branch). The applicant is also requesting review and approval of the replacement of existing bollards and installation of new bollards at the subject property.

The applicant is proposing to replace the existing wall signs located on all four (4) sides of the bank building. The wall signs would be face lit and are slightly larger than the wall signs currently installed at the property. The wall sign on the secondary frontage requires a variation due to size. Two wall signs also require a variation due to location on two non-street side frontages. The applicant is also proposing to re-sleeve several existing bollards and install a total of 12 bollards along the sidewalk and parking lot edge on the east side of the building.

The applicant is also proposing to replace the existing monument signs located on each frontage with larger monument signs and replace directional signs. The proposed monument and directional signs meet the requirements of Chapter 10-10 and are not part of the requested Appearance Commission review.

Peter Pyter of Olympik Signs noted the signage variations are required due to a re-design that provides block letters. The landscaping will be enhanced around the monument signs.

The new bollards will match the existing that are to be re-sleeved.

Chairman Pietron noted Pennsylvania Hedge may be invasive and should a substitute should be used. H also noted that a hybrid day lily should be used in place of the possibly invasive species on the plans.

Commissioner Ingram moved to approve AC Case 25-06, a request for *request for approval of an Appearance Certificate for the installation of bollards and wall signs with waivers for sign size and location at the property commonly known as 8745 Waukegan Road in Morton Grove, Illinois with the following conditions:*

1. *Proposed supplemental plantings for the landscape beds adjacent the parking lot and surrounding the Waukegan Road monument sign will be native and non-invasive plant materials.*
2. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations, material specifications, and sign locations and dimensions that must be deemed consistent with the approved signs, for review and approval by the Community Development Administrator. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*

The motion was seconded by Commissioner Minx.
Chairperson Pietron called for the vote.

Commissioner Block voting	aye
Commissioner Ingram voting	aye
Commissioner Minx voting	aye
Commissioner Zimmer voting	aye
Chairman Pietron voting	aye

Motion passed 5-0.

Hearing no further business, Chairman Pietron moved to adjourn the meeting. The motion was seconded by Commissioner Minx. The motion to adjourn the meeting was approved unanimously pursuant to a voice vote at 7:07 p.m.

Minutes by: Anne Ryder Kirchner

To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: May 27, 2025

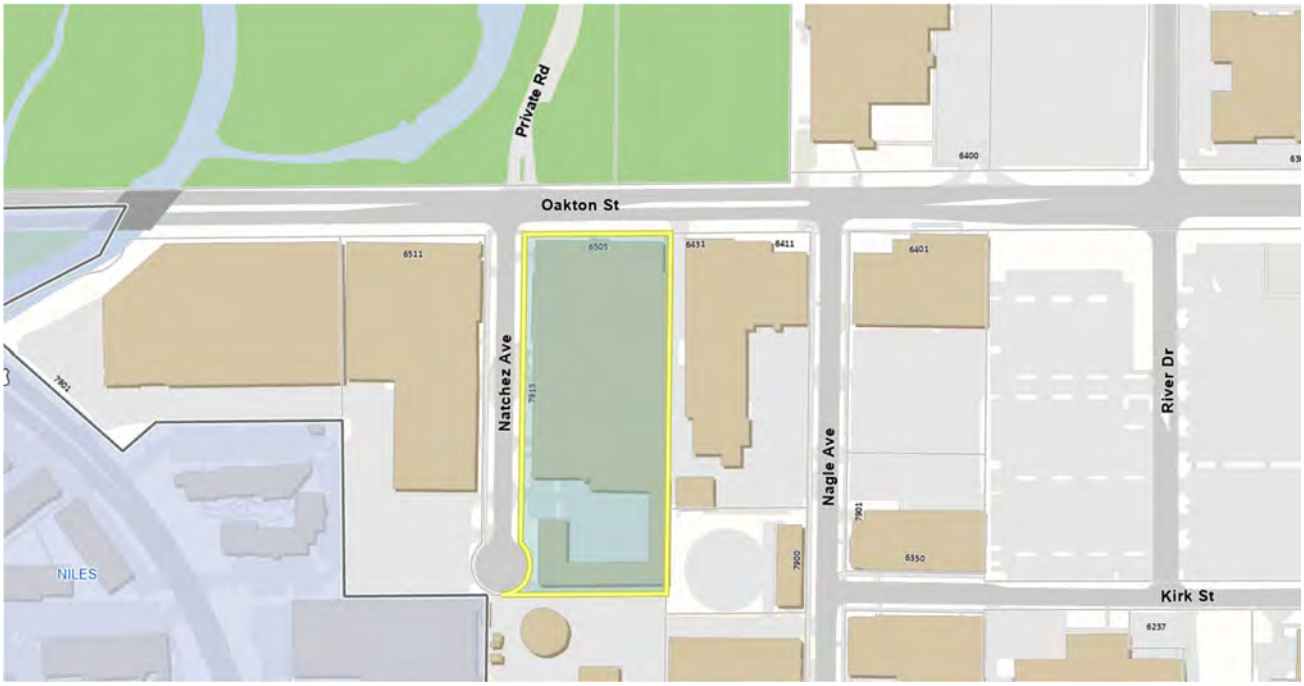
Re: Appearance Commission Case AC 25-07
Request for approval of an Appearance Certificate for the installation of wall signs with waivers for sign size at the property commonly known as 6505 Oakton Street in Morton Grove, Illinois (10-19-127-001-0000) pursuant to Section 10-10-7.

Project Overview

Modern Signs, Inc., on behalf of Extra Space Storage, LLC ("applicant"), filed a complete application requesting the Appearance Commission's review and approval of a sign application with applicable waivers to requirements to allow wall signs at the property to be replaced at the property commonly known as 6505 Oakton Street ("subject property"), which is in a M-2 General Manufacturing District. The signs were installed without a permit and the applicant is seeking an Appearance Certificate retroactively.

Subject Property

The subject property is a corner lot located on the south side of Oakton Street and the east side of Natchez Avenue. The parcel is zoned M-2 General Manufacturing and is 146,742.8 sq. ft. (3.37 acres) in total area. The properties to the east, south, and west are also zoned M-2 and improved with industrial buildings including the Village of Morton Grove Public Works facility. The property to the north across Oakton Street is the St. Paul Woods section of the Forest Preserves of Cook County.



Subject Property Location Map

Application

The applicant has installed four (4) wall signs without permit on the north and west facades of the self-storage facility located at the subject property. The business was purchased by Extra Space Storage in 2024 and the wall signs were replaced as part of rebranding. The wall signs are lit and are slightly larger than the "Life Storage" wall signs that were previously installed at the property. Waivers are required for sign area. The applicant also refaced a directional sign denoting the office location on the premises which requires waivers due to height and size.

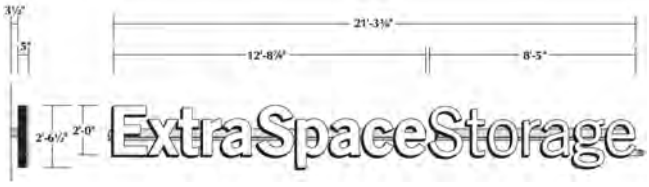
As part of changes to the property, in addition to installing new signage, the applicant also removed the blue awnings that had previously be installed over the north and west façades. The awning removal does not require building permit or Appearance Commission review.

Wall Signs

The wall signs on the east and west façades are in excess of the maximum sign area permitted and require Appearance Commission review and approval. The building previously had four (4) similarly, albeit smaller, "Life Storage" channel letter signs each measuring approximately 35 sq. ft. in addition to a logo measuring approximately 16 sq. ft.

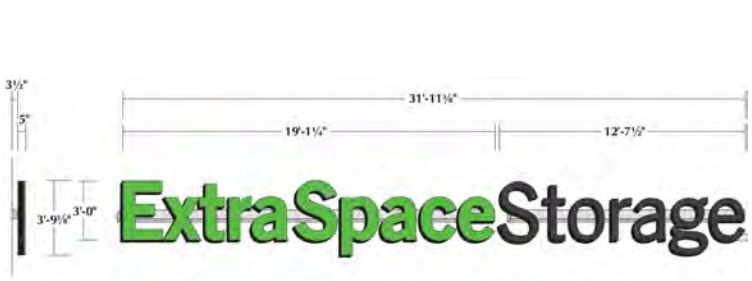
Per Section 10-10-7:F, the maximum area for wall signs on the primary frontage is 120 sq. ft. and the maximum area for wall signs on a secondary frontage is 32 sq. ft. The west elevation is considered the primary frontage because it features the primary entrance to the tenant space from Natchez Avenue. Both walls at the primary corner of the building at Natchez Avenue and Oakton Street feature the same sign which is 93.16 sq. ft. The Natchez Avenue façade also has a second sign at the main entrance that measures 95.84 sq. ft. As installed, the total area for the two wall signs on the primary frontage is 192 sq. ft. and exceeds the maximum area permitted by 72 sq. ft. The applicant is requesting a waiver for total sign area permitted on the west façade.

The applicant is also seeking a waiver to authorize two wall signs along the secondary elevation facing Oakton Street. Collectively the two wall signs measure 138.8 sq. ft., which exceeds the maximum permitted sign area by 106.8 sq. ft.



Wall Sign – Installed on North Façade

Wall Sign – Installed on Northwest Corner (North and West Façades)



Wall Sign – Installed on West Façade

Directional Sign

The applicant has refaced a previously existing directional sign that is nonconforming due to height. The directional sign, which now says "Office," is 4.08 ft. tall which exceeds the 3 ft. maximum for directional signs. A waiver is needed to reface the nonconforming sign.

Refaced Directional Sign

The wall signs would be face lit and would have no unshielded direct light sources that may require additional guidance regarding light intensity or brightness. The Village's applicable sign requirements are outlined in the following table.

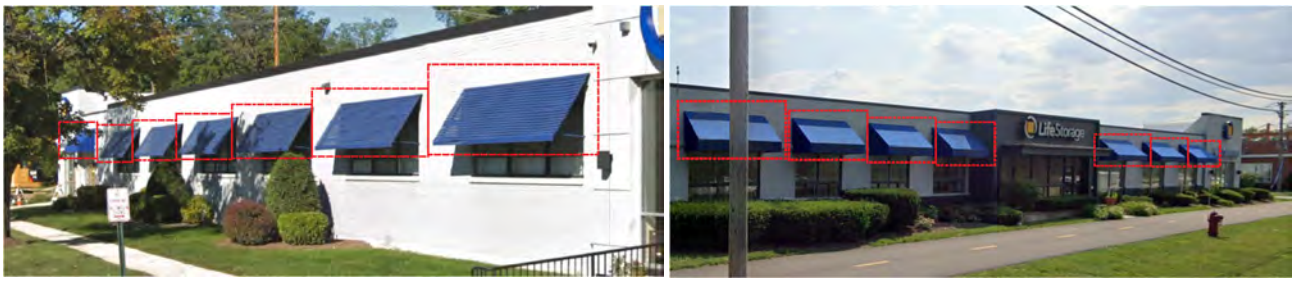
SIGNAGE CONTROL	CODE REQUIREMENT	PROPOSED SIGN	WAIVER NEEDED
Wall Signs Size – Primary Frontage (Natchez Avenue) (10-10-7:F.3)	Up to one and one-half (1.5) sq. ft. of wall signage per each linear foot of frontage or one hundred twenty (120) sq. ft. of signage (whichever is less) shall be allowed on the primary frontage of each tenant space of a nonresidential building. Max. 120 sq. ft.	192.0 sq. ft.	*Noncompliant – Waiver needed to increase permitted sign area by 72 sq. ft.*
Wall Signs Size – Secondary Frontage (Oakton Street) (10-10-7:F.4)	Up to one and one-half (1.5) sq. ft. of additional wall signage per each linear foot of frontage or thirty two (32) sq. ft. of signage (whichever is less) shall be allowed on the secondary frontage of each tenant space of a nonresidential building. Max. 32. sq. ft.	138.8 sq. ft.	*Noncompliant – Waiver needed to increase permitted sign area by 106.8 sq. ft.*
Directional Signs (10-10-4:D)	Directional signs located on private property provided the height of the signs is limited to three feet (3'), and the surface area of the sign is limited to six (6) square feet per side.	4 ft. height with surface area of 6.1 sq. ft.	*Noncompliant – Waiver needed to increase permitted height by 1 ft. and sign face by .1 sq. ft.*

As outlined in the table above, the proposed wall signage requires one waiver to the following section of the Morton Grove Municipal Code:

- *Section 10-10-7:F.3* – A waiver to the maximum sign area permitted on a primary frontage to allow wall sign area measuring 192.0 sq. ft.
- *Section 10-10-7:F.4* – A waiver to the maximum sign area permitted on a secondary frontage to allow wall sign area measuring 138.8 sq. ft.
- *Section 10-10-4:D* – A waiver to the maximum permitted height and size of a directional sign to allow a sign that is 4 ft. tall and with a sign face of 6.1 sq. ft.

Awnings

Blue awnings were removed by the applicant and that work did not require a permit. An Appearance Certificate is also not required for the awnings as their removal is a change to the façade of an industrial building within a manufacturing district. Appearance Commission review is only required for projects requiring a building permit or for changes to an exterior color within a commercial district.



Awnings removed from West and North Façades

Appearance Commission Review

In accordance with Section 10-10-3:C.2, the Appearance Commission is charged with reviewing sign permit applications that do not meet technical requirements and determining whether the submitted plans comply with the provisions of the regulations and standards set forth in Chapter 10, "Sign Regulations" as follows:

The Sign Variance Standards (Sec. 10-10-3:E) established in the Code are as follows:

1. *In the opinion of the appearance commission the proposed sign displays a level of creativity which might not be achieved if strict adherence to the technical requirements of this chapter were imposed; or*
2. *There are special circumstances unique to the property that would create practical difficulties if the technical requirement of this chapter were imposed. By way of example, but not by way of limitation, such circumstances include the size, shape, topography, location or surroundings affecting the property; however,*
3. *Under no circumstances may a sign be approved if the proposed sign violates the standards set forth in subsection D2 or D3 of this section. (See below)*
4. *The appearance commission may approve and amend a sign plan for a building or development with multiple tenants. Upon such approval, the village administrator shall approve all signs for such building or developments which conform to said plan without further design review by the appearance commission.*

As referenced in Section 10-10-3:E, the standards established in subsections D2 and D3 are as follows:

D. Standards For Permit Approval: The village administrator shall approve an application if all of the following standards have been met or can be met with conditions as may be included in a conditional approval:

2. *The sign as proposed does not violate any other applicable code provisions and/or standards of the village of Morton Grove, state of Illinois, or federal government; and*
3. *The sign will not:*

a. *Cause substantial injury to the value of other properties in the vicinity, or*
b. *Be detrimental to the public safety or welfare in the neighborhood where it is located, or*
c. *Unreasonably impair the visibility to adjacent property or public right of way, or*
d. *Be inconsistent with any approved plan for the building or the district or area where it is located, or*
e. *Be inconsistent with other signs on the property, or with the architectural character of the building, or*
f. *Alter the essential character of the neighborhood, or*
g. *Violate the purpose, spirit, or intent of this code.*

Recommendation

If the Appearance Commission makes a motion to approve the request for waivers to select sign requirements at 6505 Oakton Street, staff recommends the following motion of approval:

Motion to approve Case AC 25-07, a request for approval of an Appearance Certificate for the installation of wall signs with waivers for sign size and location at the property commonly known as 6505 Oakton Street in Morton Grove, Illinois with the following conditions:

1. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations, material specifications, and sign locations and dimensions that must be deemed consistent with the approved signs, for review and approval by the Community Development Administrator. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*

MORTON GROVE
Incredibly Close ✻ Amazingly Open

Appearance Commission Application

Village of Morton Grove Department of Community & Economic Development
6101 Capulina Avenue, Morton Grove, Illinois 60053 | 847-663-3063 | commdev@mortongroveil.org

Case Number: AC 25-07 Date Application Filed: 05-19-2025

APPLICANT INFORMATION

Applicant Name: mckenna leahy - modern signs, inc.
Applicant Address: 17 GALLIGAN RD.
Applicant City / State / Zip Code: GILBERTS IL 60136
Applicant Phone: (630) 495-1725 Mobil / Other: (___)
Applicant Email: mckenna@modernsignsinc.com
Applicant Legal Interest in Property (Owner, Tenant, Etc.): SIGN INSTALLER
Applicant Signature: McKenna Leahy

PROPERTY INFORMATION

Common Address of Property: 6505 OAKTON
Property Identification Number (PIN): _____
Zoning District: _____ Property's Current Use: LIFE STORAGE

APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting Appearance Commission approval for the following:
PROPOSING ALL LIFESTORAGE SIGNAGE BE REPLACED BY EXTRA SPACE SIGNAGE

2. Provide detailed information to explain the reason for the request (attach additional sheets as necessary):
WHEN ORIGINALLY SUBMITTING, PROPOSED SIGNAGE FOR EXTRASPACE WAS DEEMED OVER ALLOWED SQUARE FOOTAGE OF 2 FRONTAGES.
(please see attached)

Vendor Letter of Authorization 8/13/24

Re: Life Storage / ESS – Exterior Signage Survey

To Whom It May Concern,

Extra Space Storage will be undertaking an inventory of all exterior signage for all corporate and affiliated facilities. Vixxo Sign and Lighting and their contractors have been contracted by Extra Space Storage to install an Extra Space banner, survey and take inventory of all Life Storage signage. This survey includes, but is not limited to the following areas:

*Exterior Walls, Roof, Canopies, Awnings, monuments/pylons, etc. *Some access may be required to electrical rooms &circuit panels.*

The work will include digital photographs and measurements of all exterior signage.

Extra Space Storage authorizes Vixxo Sign & Lighting and their contractors; to perform these activities as stated above provided they present this letter of authorization, valid identification, and the company they are representing when requested. We have instructed our partners to announce their visit upon arrival and completion to performing their required work. As the survey will be done on the exterior of your facility, their interruption to operation of the facility will be minimal.

We kindly ask for your cooperation and support during this re-image program.

If you have any questions or concerns, please contact:

JJ Van Komen – Extra Space Storage
VP Facility Operations
801-638-7993
JVanKomen@extraspace.com

Laura Carlile – Vixxo Sign & Lighting
Director of Program Manager
C: 940-206-5979
laura.carlile@vixxo.com

Vixxo Corporation and their partners

Detailed Information Continued: **Extra Space 6505 Oakton**

P1	62 LSI vs. 42.60 ESS
P2	109 LSI vs. 96.16 ESS
P3	109 LSI vs. 96.16 ESS
P4	139 LSI vs 95.84 ESS

The current Life Storage signage is proposing to be replaced with Extra Space Storage signage (like for like placement wise but less in SF)

The current signage SF per frontage is at 171 and 248
The proposed signage SF per frontage is now 138.76 and 192

The awnings along the building are also being removed. Once removed the facade will be patched and painted to match the building with approved customer color

November 20, 2024

Re: Letter of Authorization

To Whom it May Concern,

Life Storage LP ("Owner") owns certain real property (the "Property") and operates a self-storage facility upon that real property. The Property is managed by its affiliate, Extra Space Management, Inc. ("Extra Space").

This purpose of this letter is to confirm that the Owner (or Extra Space) is currently applying for permits and approvals at the Property and authorizes Sign Art Inc., Sign Design and Installation Company, to apply for, manage, and/or sign documents related to permits and approvals for work at the Property.

Thank you for your attention to this letter of authorization.

Sincerely,

Gwyn McNeal
Extra Space Management, Inc.
Authorized Representative

Acknowledged this November 20, 2024 by Gwyn McNeal as the Authorized Representative of Extra Space Management, Inc..

Notary Signature

TYLAR MILLS
Notary Public - State of Utah
Comm. No. 738955
My Commission Expires on
Aug 29, 2028

signartinc.com • 269.381.3012 • 5757 E. Cork St., Kalamazoo, MI 49048

ExtraSpaceStorage®

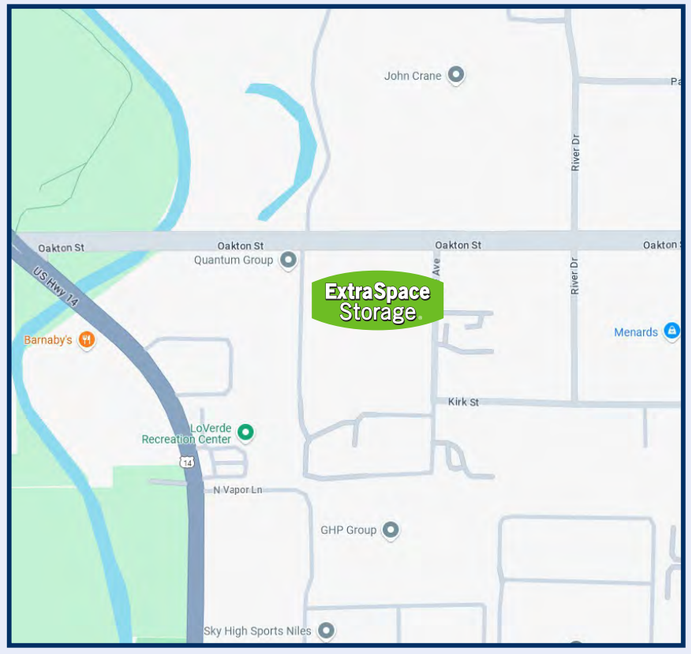
Store #3450
6505 Oakton St
Morton Grove, IL 60053
January 21, 2025

Site Overview — Proposed Signs

Scale: None

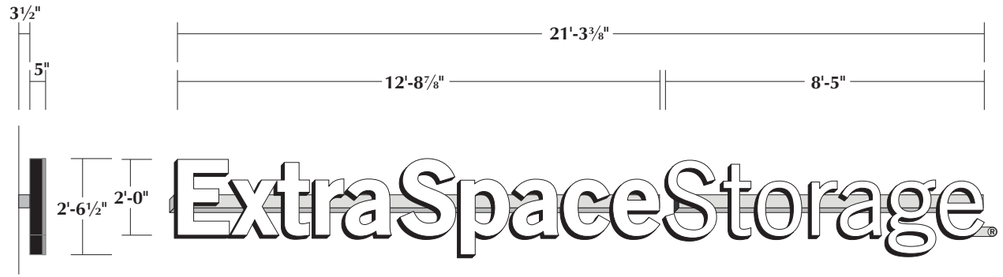
Site Overview

	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P1	42.60	N/A	N/A
P2	96.16	N/A	N/A
P3	96.16	N/A	N/A
P4	95.84	N/A	N/A
P5	6.12	N/A	N/A



Aerial Map

P1



Illuminated Channel Letters (Raceway)

Illuminated Channel Letters

Construction
5" Deep, .040 aluminum returns.
3mm ACM backs.
Paint with GripGard EFX semi-gloss enamel.

Faces
Flat translucent white polycarbonate
Jewelite trim.

Electrical/Illumination
White LEDs powered by low voltage power supplies.

Raceway/Mounting
3½" x 5½" SignComp #1970N/#1976N aluminum raceway/cover mounted to facade.
SignComp #5988/#5989 mounting clips.

Note: '®' To be painted flat ACM attached to rear of 'e'.

P1 ESS CL24-1LW-R Illuminated Channel Letters (Raceway) Scale: ¼" = 1'-0"

ExtraSpaceStorage

Night Time View

Existing Elevation

Proposed Elevation

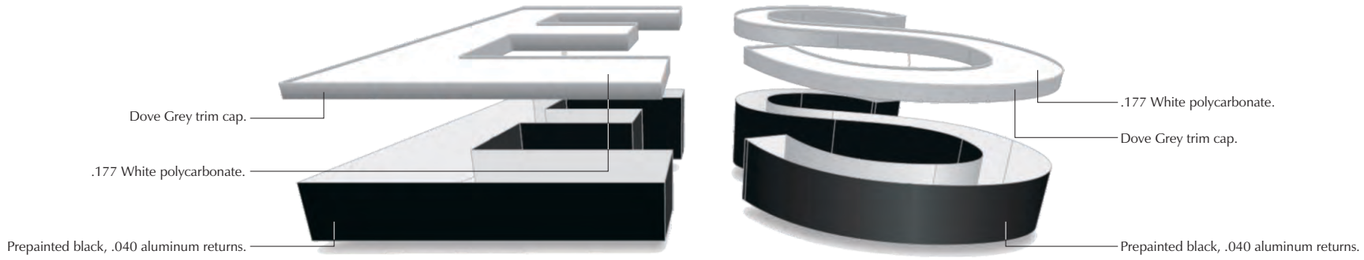
UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P1	42.60	N/A	N/A

P1

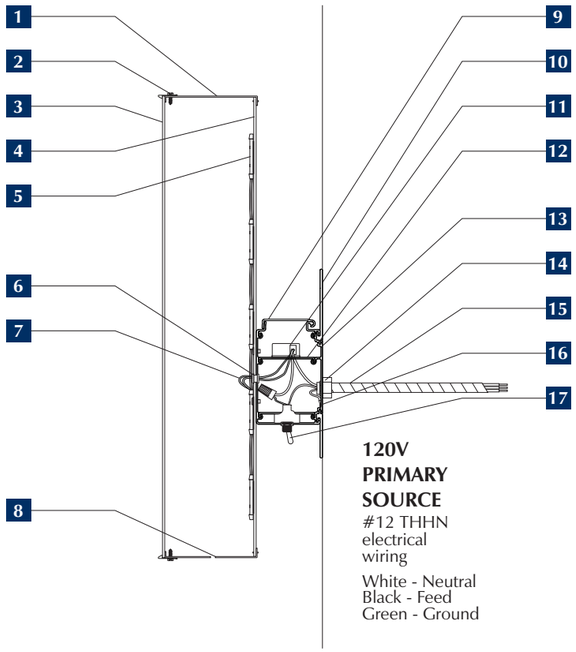
Face Specifications



Specifications

1. .040 Aluminum letter sides.
2. Trim cap with #8 x ½" hex head screws as needed.
3. Flat polycarbonate faces.
4. 3mm ACM letter back. Letter sides/backs stitched together and continuously siliconed.
5. LED system.
6. Pre-drilled low voltage electrical hole with plastic grommet.
7. Low voltage wiring from power supply.
8. ¼" Weep holes at low points of letters with internal light baffle.
9. SignComp 5" narrow channel letter raceway cover (part #1976N).
10. SignComp channel letter raceway mounting clip (part #5988).
11. Low voltage LED power supplies (120 volt circuit required).
12. SignComp 5" narrow channel letter raceway brace/bracket (part #5972N-5").
13. SignComp 5" narrow channel letter raceway (part #1970N).
14. ½" Sealtite connector.
15. ½" Sealtite conduit.
16. Ground wire fixed to power supply box.
17. 20 Amp toggle disconnect (to be on end of raceway, shown on bottom for illustrative purposes only).

Section View: Illuminated Channel Letter



120V PRIMARY SOURCE
#12 THHN electrical wiring
White - Neutral
Black - Feed
Green - Ground

Color Specifications

SW 7063 Nebulous White

Dove Grey (Trim Cap)

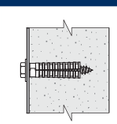
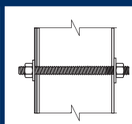
White Polycarbonate

Black

Illuminated Channel Letters Details (Raceway)

Notes:

Mounting Details

SECTION				
ANCHOR	Stainless Lag Bolt	Stainless Lag Bolt & Lead Shield	Threaded Rod/ Thru-Bolt	Threaded Rod Toggle Bolt
WALL	Wood Stud	Concrete/Masonry	Metal Stud	Various

UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

P2

Illuminated Channel Letters (Raceway)

Illuminated Channel Letters

Construction
5" Deep, .040 aluminum returns.
3mm ACM backs.
Paint with GripGard EFX semi-gloss enamel.

Faces
Flat translucent white polycarbonate.
Jewelite trim.
Applied pressure sensitive vinyl.
3M #3660M Clear matte overlaminate.

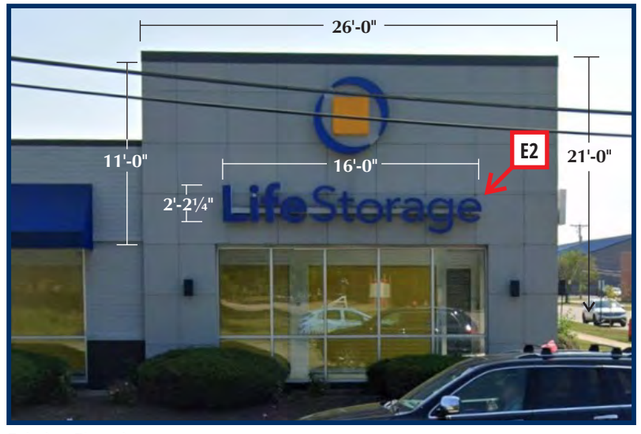
Electrical/Illumination
White LEDs powered by low voltage power supplies.

Raceway/Mounting
3½" x 5½" SignComp #1970N/#1976N aluminum raceway/cover mounted to facade.
SignComp #5988/#5989 mounting clips.

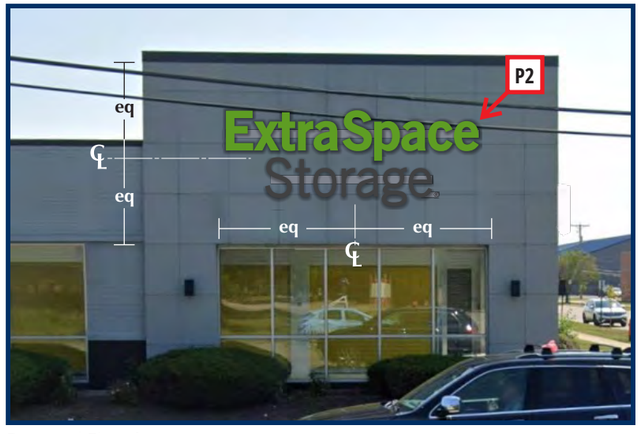
Note: '®' To be painted flat ACM attached to rear of 'e'.

P2 ESS CL30-2LG-R Illuminated Channel Letters (Raceway) Scale: ¼" = 1'-0"

Night Time View



Existing Elevation



Proposed Elevation

UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P2	96.16	N/A	N/A

P3

Illuminated Channel Letters (Raceway)

Illuminated Channel Letters

Construction
5" Deep, .040 aluminum returns.
3mm ACM backs.
Paint with GripGard EFX semi-gloss enamel.

Faces
Flat translucent white polycarbonate.
Jewelite trim.
Applied pressure sensitive vinyl.
3M #3660M Clear matte overlaminate.

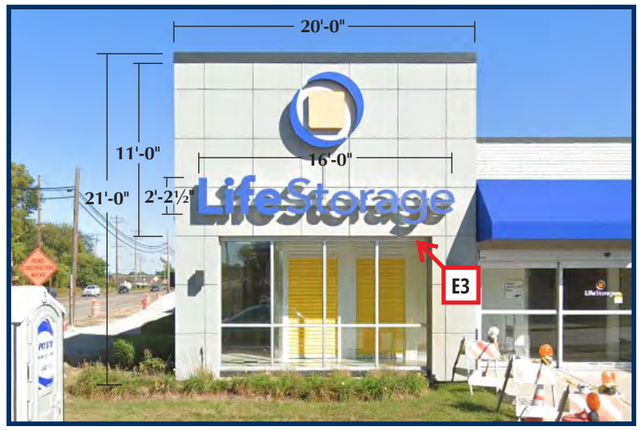
Electrical/Illumination
White LEDs powered by low voltage power supplies.

Raceway/Mounting
3½" x 5½" SignComp #1970N/#1976N aluminum raceway/cover mounted to facade.
SignComp #5988/#5989 mounting clips.

Note: '®' To be painted flat ACM attached to rear of 'e'.

P3 ESS CL30-2LG-R Illuminated Channel Letters (Raceway) Scale: ¼" = 1'-0"

ExtraSpace Storage



Existing Elevation

Proposed Elevation

ELECTRIC SIGN
UL LISTED

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

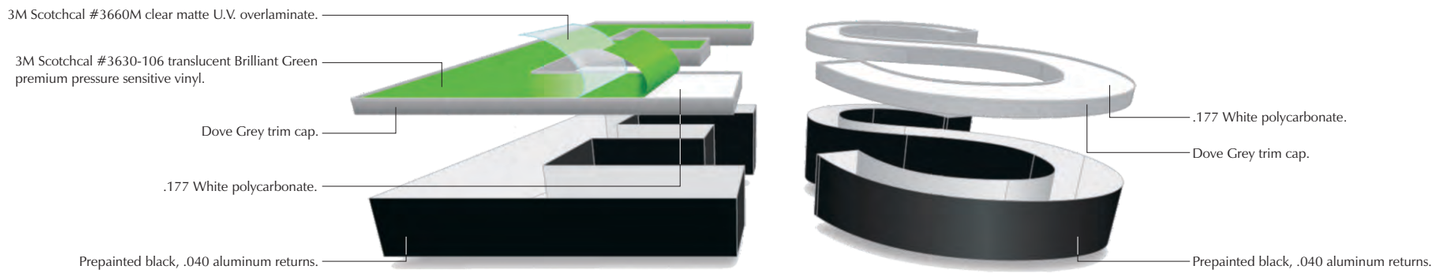
	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P3	96.16	N/A	N/A

ExtraSpace Storage #3450 — 6505 Oakton St, Morton Grove, IL 60053 **RW 01/21/25**

L:\Design\Corel\General\ExtraSpace Storage\ES 3450.cdr

P2 | P3

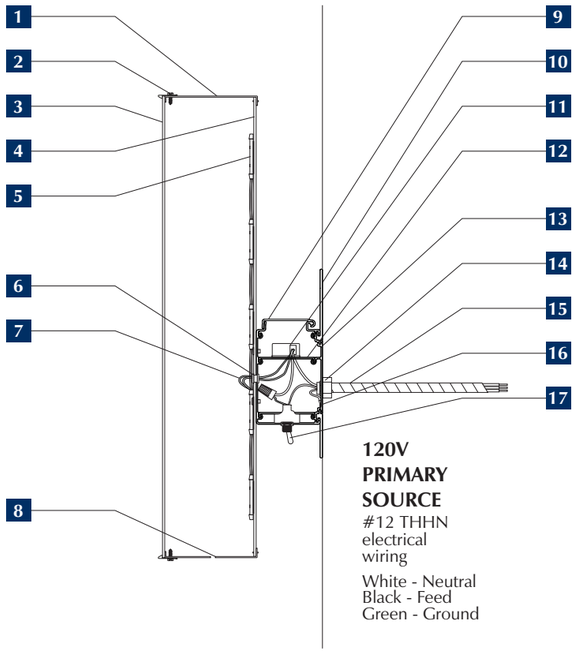
Face Specifications



Specifications

1. .040 Aluminum letter sides.
2. Trim cap with #8 x ½" hex head screws as needed.
3. Flat polycarbonate faces.
4. 3mm ACM letter back. Letter sides/backs stitched together and continuously siliconed.
5. LED system.
6. Pre-drilled low voltage electrical hole with plastic grommet.
7. Low voltage wiring from power supply.
8. ¼" Weep holes at low points of letters with internal light baffle.
9. SignComp 5" narrow channel letter raceway cover (part #1976N).
10. SignComp channel letter raceway mounting clip (part #5988).
11. Low voltage LED power supplies (120 volt circuit required).
12. SignComp 5" narrow channel letter raceway brace/bracket (part #5972N-5").
13. SignComp 5" narrow channel letter raceway (part #1970N).
14. ½" Sealtite connector.
15. ½" Sealtite conduit.
16. Ground wire fixed to power supply box.
17. 20 Amp toggle disconnect (to be on end of raceway, shown on bottom for illustrative purposes only).

Section View: Illuminated Channel Letter



120V PRIMARY SOURCE
#12 THHN electrical wiring
White - Neutral
Black - Feed
Green - Ground

Color Specifications

SW 7063 Nebulous White	Dove Grey (Trim Cap)	White Polycarbonate
3M #2500-106 Brilliant Green	Black	

Illuminated Channel Letters Details (Raceway)

Notes:

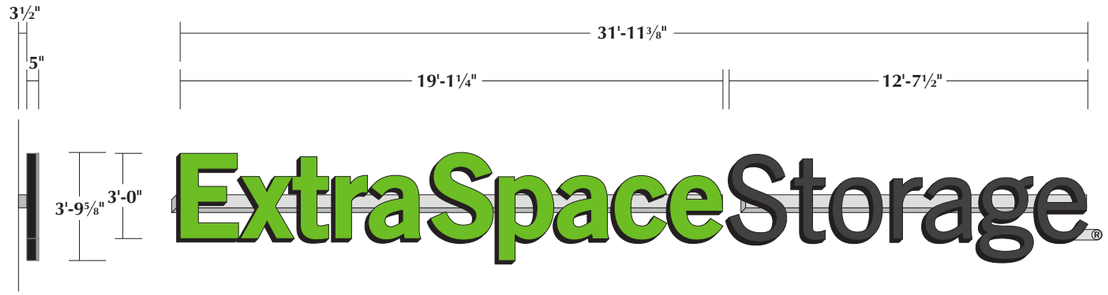
Mounting Details

SECTION				
ANCHOR	Stainless Lag Bolt	Stainless Lag Bolt & Lead Shield	Threaded Rod/ Thru-Bolt	Threaded Rod Toggle Bolt
WALL	Wood Stud	Concrete/Masonry	Metal Stud	Various

UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

P4



Illuminated Channel Letters (Raceway)

Illuminated Channel Letters

Construction
5" Deep, .040 aluminum returns.
3mm ACM backs.
Paint with GripGard EFX semi-gloss enamel.

Faces
Flat translucent white polycarbonate.
Jewelite trim.
Applied pressure sensitive vinyl.
3M #3660M Clear matte overlaminate.

Electrical/Illumination
White LEDs powered by low voltage power supplies.

Raceway/Mounting
3½" x 5½" SignComp #1970N/#1976N aluminum raceway/cover mounted to facade.
SignComp #5988/#5989 mounting clips.

Note: '®' To be painted flat ACM attached to rear of 'e'.

P4 ESS CL36-1LG-R Illuminated Channel Letters (Raceway) Scale: 3/16" = 1'-0"

ExtraSpaceStorage

Night Time View

Existing Elevation

Proposed Elevation

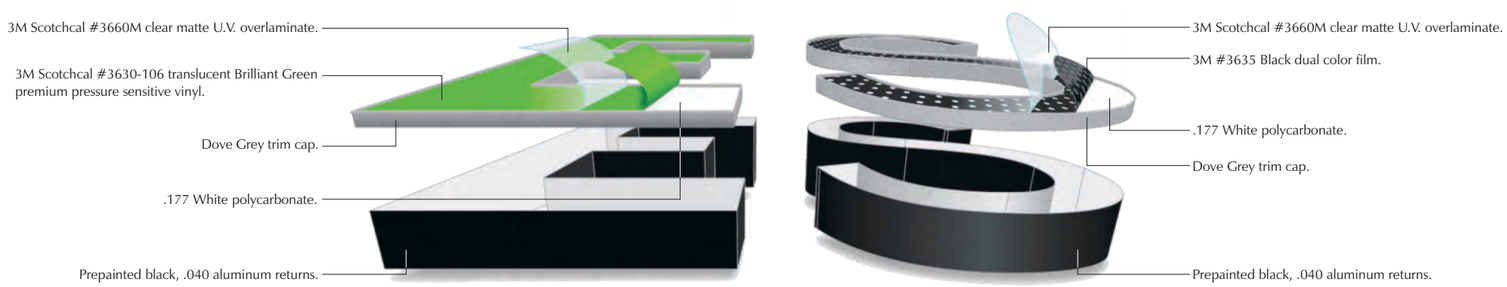
UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P4	95.84	N/A	N/A

P4

Face Specifications



Specifications

1. .040 Aluminum letter sides.
2. Trim cap with #8 x ½" hex head screws as needed.
3. Flat polycarbonate faces.
4. 3mm ACM letter back. Letter sides/backs stitched together and continuously siliconed.
5. LED system.
6. Pre-drilled low voltage electrical hole with plastic grommet.
7. Low voltage wiring from power supply.
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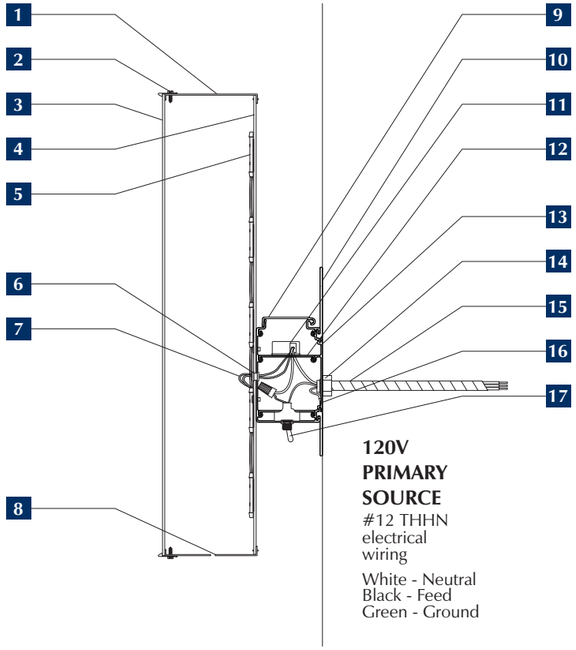
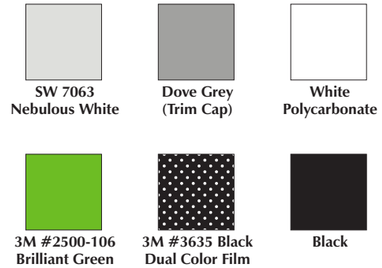
13. SignComp 5" narrow channel letter raceway (part #1970N).
14. ½" Sealtite connector.
15. ½" Sealtite conduit.
16. Ground wire fixed to power supply box.
17. 20 Amp toggle disconnect (to be on end of raceway, shown on bottom for illustrative purposes only).

Section View: Illuminated Channel Letter



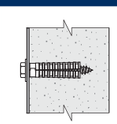
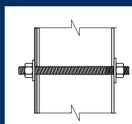
Color Specifications



Illuminated Channel Letters Details (Raceway)

Notes:

Mounting Details

SECTION				
ANCHOR	Stainless Lag Bolt	Stainless Lag Bolt & Lead Shield	Threaded Rod/ Thru-Bolt	Threaded Rod Toggle Bolt
WALL	Wood Stud	Concrete/Masonry	Metal Stud	Various

UL LISTED ELECTRIC SIGN

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P5

Illuminated Directional Sign

Existing I.D. Sign Cabinet
Existing aluminum extrusion sign cabinet to remain as is.
1½" Aluminum retainers.
Field paint with semi-gloss enamel.

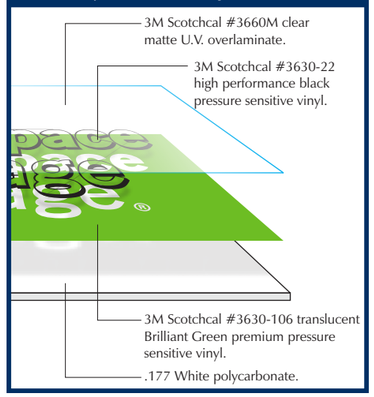
New Faces
Flat translucent white polycarbonate.
Applied pressure sensitive vinyl.
3M #3660M Clear matte overlaminate.

P5 **Replacement Faces for Existing Double Faced Illuminated Directional Sign** Scale: ¾" = 1'-0"

Existing Elevation

Proposed Elevation

Polycarbonate Face Specifications



Color Specifications

Night Time View

UL LISTED ELECTRIC SIGN

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

	Proposed Sq.Ft.	Existing Sq.Ft.	Allowed Sq.Ft.
P5	6.12	N/A	N/A

E6

Existing North Elevation

Existing West Elevation

Awning Removal

Instructions
All existing awnings (shown) to be removed (total 17).

To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: May 27, 2025

Re: Appearance Commission Case AC 25-08
Request for approval of an Appearance Certificate for site, landscape, and building plans associated with Case PC 25-06, a request for a Special Use Permit for redevelopment to establish warehousing, distribution centers, and light manufacturing uses at the properties commonly known as 8125-45 River Drive and 8120-40 Lehigh Avenue, Morton Grove, Illinois (PIN 10-20-303-001-000; 10-20-303-002-000), all within M-O/R Office/Research Manufacturing District per Section 12-4-4:E, with select waivers regarding setbacks, landscaping, signage, and parking located in a street side yard per Sections 12-2-6 and 12-4-4 and Chapters 10-10 and 12-11; and approval of a Preliminary and Final Plat of Subdivision in accordance with Chapter 12-8. The applicant is Midwest RE Acquisitions, LLC which is an entity of Bridge Industrial.

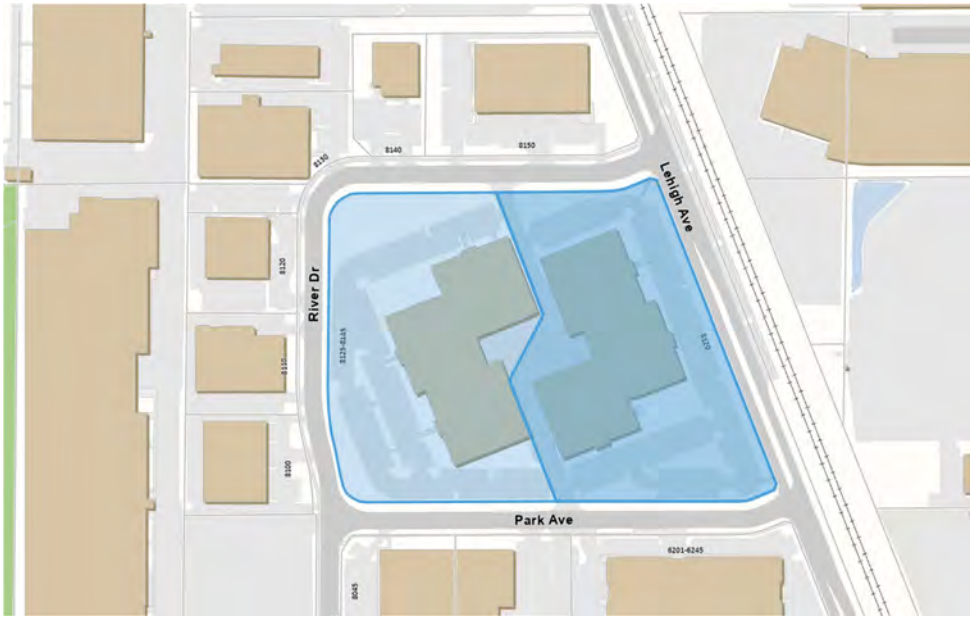
STAFF REPORT

Application Summary

Bridge Industrial ("applicant"), submitted a complete Special Use Permit application to the Department of Community and Economic Development and an Appearance Certificate is requested for the redevelopment of a pair of existing office buildings (North Grove Corporate Park). The proposed project consists of the construction of a new 227,600-square-foot industrial building with a mix of warehousing, distribution, and light manufacturing uses.

Subject Property

The subject property is approximately 11 acres in size and consists of two (2) parcels occupied by the existing North Grove Corporate Park comprising two single-story office buildings located at 8125-45 River Drive and 8120-40 Lehigh Avenue in Morton Grove, Illinois. The parcels are zoned M-O/R Office/Research Manufacturing. The proposed development would occupy the entire block bound by River Drive on the north and west, Lehigh Avenue on the east, and Park Avenue on the south. The subject property is surrounded in all directions by industrial properties within the M-2 General Manufacturing District.



Subject Property Location Map

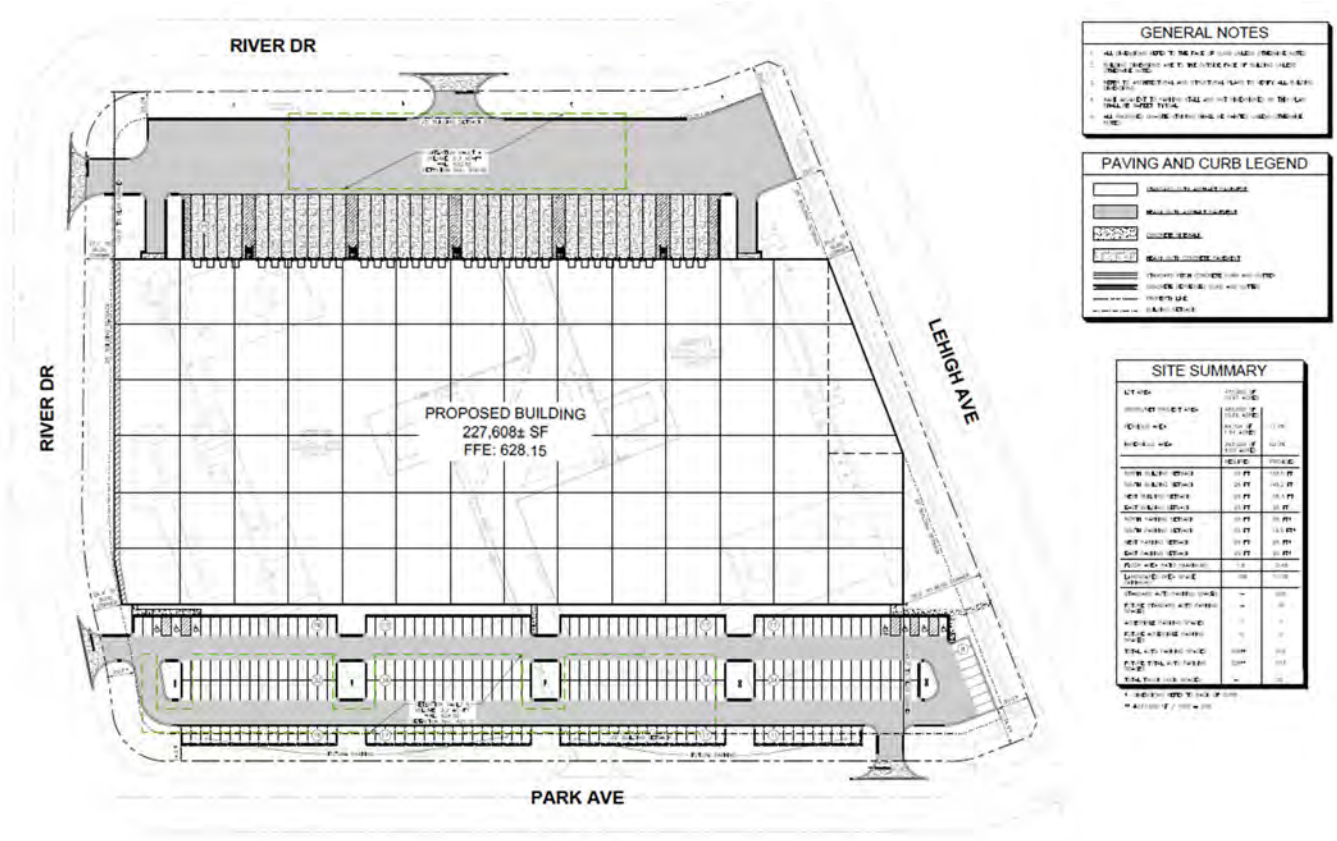
Project Overview

Bridge Industrial is proposing to demolish the North Grove Corporate Park and redevelop the subject property with an approximately 227,600-square-foot single-story industrial building including 35 truck loading berths, approximately 212 off-street parking spaces, underground stormwater detention, and various site improvements. The proposal also includes the land banking of 61 parking spaces on the southern edge of the property in the event that future parking demand is greater than the initially proposed 212 parking spaces. The south parking lot for employee and visitor parking will be accessed via Park Avenue and River Drive, while the north parking lot will be used primarily for truck access and will be accessed via River Drive from the north and west.

The proposed building height is noted to be less than 40 feet, but an exact height was not provided. Per proposed elevations, the single-story façade will feature window bays and columns that provide the appearance of a three-story building. Brick-like surface treatments and glass will be used along the east façade and corners of the building to provide an aesthetic that mimics materials used in the nearby Lexington Homes development along Lehigh Avenue.

The proposed project is speculative and while Bridge Development has not identified specific tenants for the building, they anticipate prospective users will be consistent with those land uses permitted in the M-O/R Office/Research Manufacturing District as well as uses in the surrounding area. Those tenants may include warehousing and/or distribution firms, companies engaged in limited industrial uses such as food processing, and/or designers/fabricators of custom interior finishes for high end residential and commercial customers. Due to the range of prospective users, Bridge Development is seeking approval of multiple special uses as part of their application.

The applicant intends to acquire the subject property on or about Q3 2025. Subject to receipt of all necessary Village approvals and permits and existing tenant departures, demolition is anticipated to begin on or near Q4 2025. Construction is expected to be substantially complete on or near Q1 2027.



Proposed Site Plan

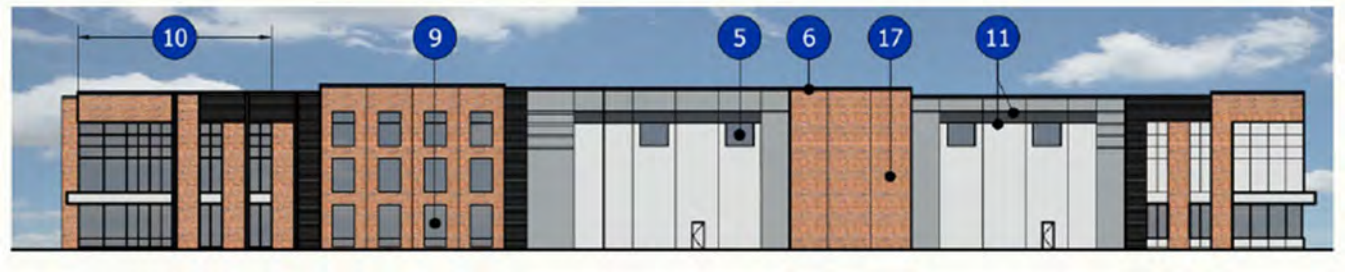
Building Design

The applicant provided elevations and renderings of the proposed development. Sample imagery of the proposed façade materials are provided in the following pages.

The applicant is proposing the construction of an insulated precast concrete building. As such, many of the design aspects introduced into the façade, including variation in materials and most of the windows, are purely for aesthetics and not needed for building function. After reviewing preliminary façade treatments with Staff that relied more heavily on concrete color variation to imitate articulation, the applicant reviewed materials used at the nearby Lexington Homes townhome development and revised the façade elevations to include brick-like treatments, aluminum fascia, and additional windows. Emphasis has been placed the Lehigh Avenue frontage and the corners of the building, with the longer north and south facades being more industrial in character.

The applicant has indicated that the single-story building will be less than 40 ft. which is the maximum permitted within the M-O/R district. *The estimated height of the proposed building was not provided and the applicant should speak to this aspect of the proposal.*

Proposed South (Top) and North (Bottom) Elevations



Proposed East Elevation (Lehigh Avenue Frontage)

Proposed Elevations – Southeast Entrance Details)

Materials

As the building utilizes an insulated precast concrete construction, the proposed "brick" is essentially a pattern applied to the precast concrete exterior and then painted to achieve a brick-like appearance. Bans of windows and metal canopies are used to create the impression of a multi-story building. On the longer facades of the building (facing north River Drive and Park Avenue), three different colors of concrete are used to create horizontal and vertical reveals to vary the façade.

Rooftop mechanicals were not included in the application materials and Staff recommend requiring screening of mechanicals as a condition of approval unless the applicant and provide sufficient information regarding limitations to sight lines from surrounding rights-of-way. ***The applicant should speak to the anticipated location of rooftop mechanicals and the potential need for screening.***

Bird-Friendly Building Design

The subject property is located near the St. Paul Woods portion of the Forest Preserves of Cook County. To mitigate bird collisions, Staff recommend requiring bird strike film or glazing as a condition of approval. Recently approved projects near the forest preserve have installed 2x2 dot pattern window film in alignment with bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the *American Bird Conservancy (2015, https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf*). ***The applicant should speak to their ability to incorporate this design aspect as part of their façade materials.***

Proposed Façade Materials
(Base Material - Insulated Precast Concrete)

Landscape Design

The applicant submitted a landscape plan prepared by Kathryn Talty Landscape Architecture. With the proposed demolition of the existing North Grove Corporate Park to make way for a new structure and related parking, much of the landscaping internal to the subject property would be removed and replaced. Overall, the proposed landscape plan includes 87,754 sq. ft. of greenspace which is 18.4% of the site. This exceeds the Village's require of 15% for industrial lots. The proposed landscape plan will require waivers for parkway tree plantings, parking lot landscaping, and paved ground surface landscaping.

C-1 DISTRICT - MIXED USE DIMENSIONAL CONTROLS	REQUIREMENT	PROPOSED	COMPLIANCE
General Landscaping Requirements			
Landscaping Required (12-11-1:B.1.C)	15% of industrial lot (71,694 sq. ft.)	87,754 sq. ft. greenspace (18.4%)	*Compliant*
Trees in Public Parkways (12-11-1:B.4)	Max. 40 ft. separation, min. 2.5 in. caliper (2,098 linear feet with 53 trees req.)	1 – Applicant notes utility locations as limitation	*Noncompliant – Waiver needed to allow 52 fewer parkway trees.*
Interior Landscaping in Parking Lots (12-11-4:B.3)	7% of the paved area not including buffer landscape areas (6,435 sq. ft.).	6,534 sq. ft. interior greenspace (7.1%)	*Compliant*
Trees in Parking Lots (12-11-4:B.3)	Where practical, each separate landscaped area shall contain at least one tree, and a tree shall be planted for each one hundred (100) square feet of interior landscaping. …Each parking bay	23 trees; Max. 18 cars per row	*Noncompliant – Waiver needed to allow 41 fewer shade trees.*

	shall have a maximum of twenty (20) spaces in an uninterrupted row. (64 trees req.)		
Landscaping Adjacent to Public ROW - Sidewalks & Streets (12-11-3:B.1)	Landscape yard min. 5 ft. width containing a year-round dense opaque screen measuring min. 3 ft. in height.	Lehigh Ave.: 25 ft. min. Park Ave.: 14.5 ft. after future parking install River Dr - West: 26.4 ft. min. River Dr - North: 25 ft. min.	*Compliant*
Tree Preservation Requirements			
Trees Preservation (12-11-7:C)	Unless otherwise provided by this section, tree replacement or a fee-in-lieu shall be required for the removal as follows: Replacement Tree(s) - 1 (one) Replacement Tree per Protected Tree(s) being removed must be planted on a privately owned property. Fee-In-Lieu - Fee per Protected Tree(s) as provided for in Section 1-11-4.	Protected Trees Preserved: 1 Protected Trees Removed: 33 Replacement Trees: 114	*Compliant*
Screening Requirements			
Screening of Loading Area (12-11-4:B.1)	For all paved ground surface areas adjacent to alleys not screened by buildings, screening shall be required at five feet (5') in height.	Two 15 ft. by 60 ft. islands; 5 ft. tall	*Compliant*

Parking Lot Landscaping

The proposed south parking lot is 91,928 sq. ft. in area. Per Section 12-11-4, a parking lot of that size requires the installation of interior greenspace equal to 7% of the paved areas including one (1) shade tree for every 100 square feet of greenspace provided. The proposed south parking lot requires 6,435 sq. ft. of greenspace and 64 shade trees. The applicant proposes sufficient interior greenspace, but is proposing only 23 shade trees which is approximately one-third (35.9%) of the total required. The applicant should speak to the limited number of shade trees proposed within the interior of the parking lot and the need for a waiver from this requirement.

Tree Preservation

A tree survey submitted by the applicant identifies 128 existing trees on the subject property, 34 of which are considered to be protected trees which are non-nuisance species with a diameter at breast height of 12 inches or greater per the Village's recently approved Tree Ordinance (Ord. 24-28). The landscape plan proposes the preservation of 19 of the 128 existing trees including preserving one (1) protected tree. As such, a total of 33 replacement trees are required to be identified. The applicant has identified 27 shade trees and 87 evergreen trees for a total of 114 replacement trees that will meet Village requirements.

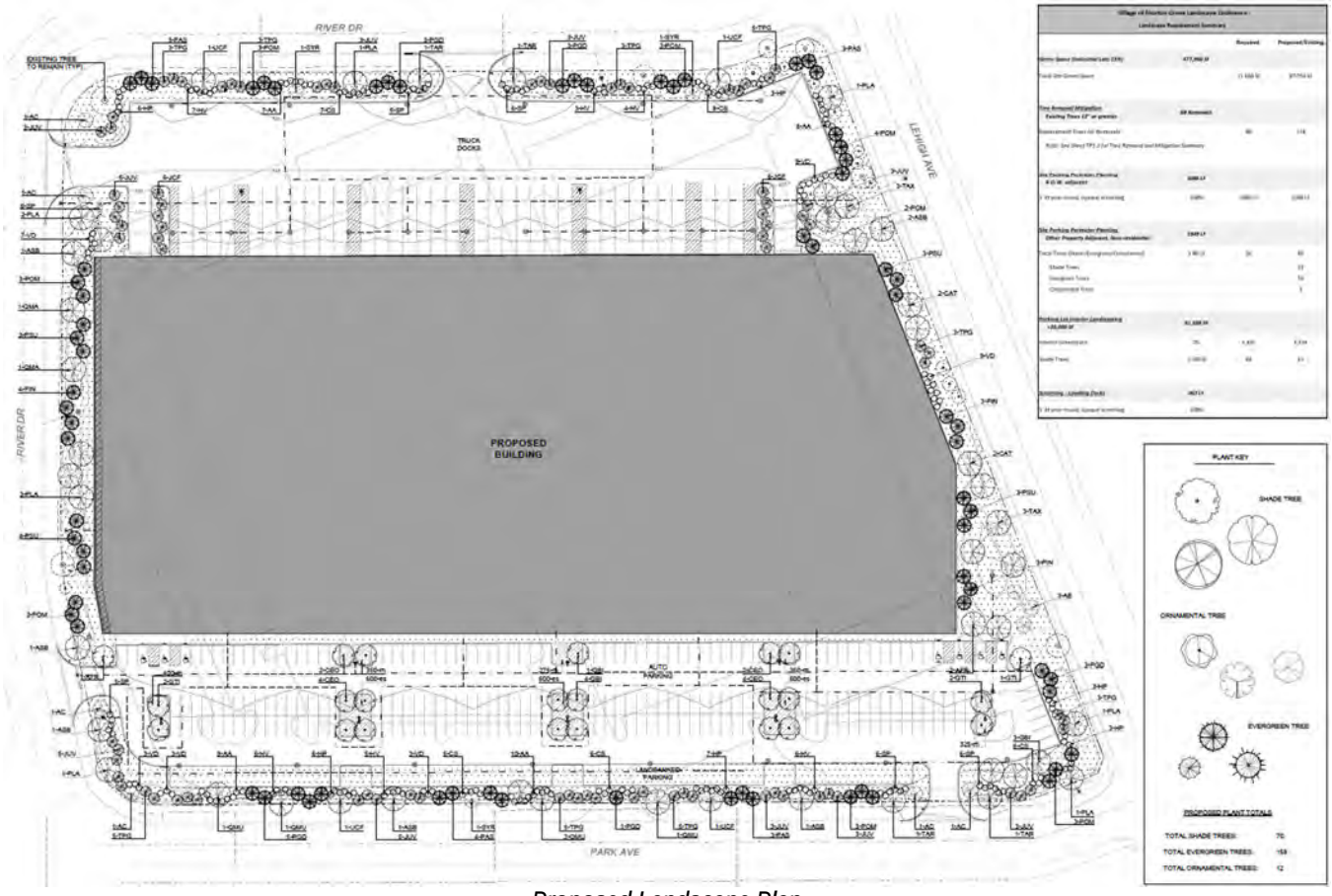
Parkway Trees

Only one (1) parkway tree is proposed. Per Section 12-11-2, parkway trees are to be installed every 40 feet which would result in a requirement of approximately 53 trees being planted in public right of way surrounding the subject property. The applicant has noted that utility locations inhibit the ability to plant trees in the parkway. Adjacent perimeter planting areas which are typically at least 25 feet deep are proposed to be used to accommodate trees in areas immediately adjacent the parkway. The applicant should speak to presence of utilities and their proposed approach to providing adequate shade tree installation at the subject property.

Perimeter Landscaping

While interior landscaping trees and parkway tree plantings will require waivers, the landscape plan features extensive perimeter landscaping well in excess of Village requirements. Per the landscape plan, the applicant is proposing to install a total of 85 trees consisting of 21 shade trees, 59 pine trees, and 5 ornamentals. The code requires a 5 ft. landscaped buffer surrounding the property where it abut public rights-of-way. Landscaped areas are at least 25 ft. deep on the Lehigh Avenue and River Drive frontages and 14.5 ft. along Park Avenue where potential future parking limits landscaping on part of the setback.

Overall, there are 240 trees proposed to planted or preserved on the subject property. The combined total number of trees required for the parkway and interior landscaping is only 117 trees.



Proposed Landscape Plan

Lighting

The applicant submitted a photometric plan showing levels of illumination along all lot lines. Per Section 12-12-3, for off-street parking areas, lighting must be directed away from adjacent property, streets, and other public rights-of-way. All lighting units must be of the full cutoff type, meaning luminaires may not emit any light above the source's horizontal plane. The International Dark-Sky Association (IDA) recommends full cutoff fixtures, which minimize glare and light trespass. The fixtures proposed in the submitted lighting plan can be configured as full cutoff fixtures. All proposed lighting would have a color temperature of 4,000 K (degrees Kelvin).

The applicant proposes the installation of four (4) light poles measuring 25 ft. (25') in height along the north property edge to illuminate the truck loading and maneuvering area. Parking lot lighting is also proposed consisting of five (5) pairs of lights mounted on single poles in each central parking aisle landscape island. Proposed light poles in both locations would be 25 ft. (25') which is the maximum height permitted.

The applicant also proposes the installation of four (4) building-mounted lights that would be located at a height of 35 feet (35') along the north wall to illuminate the truck loading and maneuvering area. Per Section 12-4-2-2:A, there are no strict limits on the height of building-mounted lights, but there is an expectation that the lights will be harmonious with building design. Staff are concerned that the proposed light height would result in excessive glare and minimize the effect of a full cut-off fixture. The applicant should speak to the proposed height of the building-mounted lights and the potential for glare.

Parking Lot and Entrance Lighting

Per Section 12-4-3:B.5, the lighting of parking and loading areas shall be a minimum of one foot-candle on the surface. Per the submitted photometric plan, many of the parking stalls located between parking lot islands would have light levels of less than one foot-candle (1 ft-c). The building entrances also generally have low light levels. While lighting at the central entrance exceeds 1 ft-c, lighting at the west and east entrances ranges between 0.5 and 0.8 ft-c. The applicant should speak to the types of lighting fixtures proposed in the photometric plan and address concerns regarding sufficient safety lighting.

Property Edge Lighting

Per Section 12-4-3:B.5, lighting must be confined to the property boundary and reach as close to zero illumination at the property boundaries as possible. Glare may not be evident from surrounding properties or adjacent public rights of way. Footcandles are generally less than one foot-candle (1 ft-c) at the property edge, with the exception of the north property line. Light poles proposed for north side of the truck loading and maneuvering area provide light levels of up to 1.7 ft-c at the property line. The applicant should speak potential for excessive light spillover at the north property line.

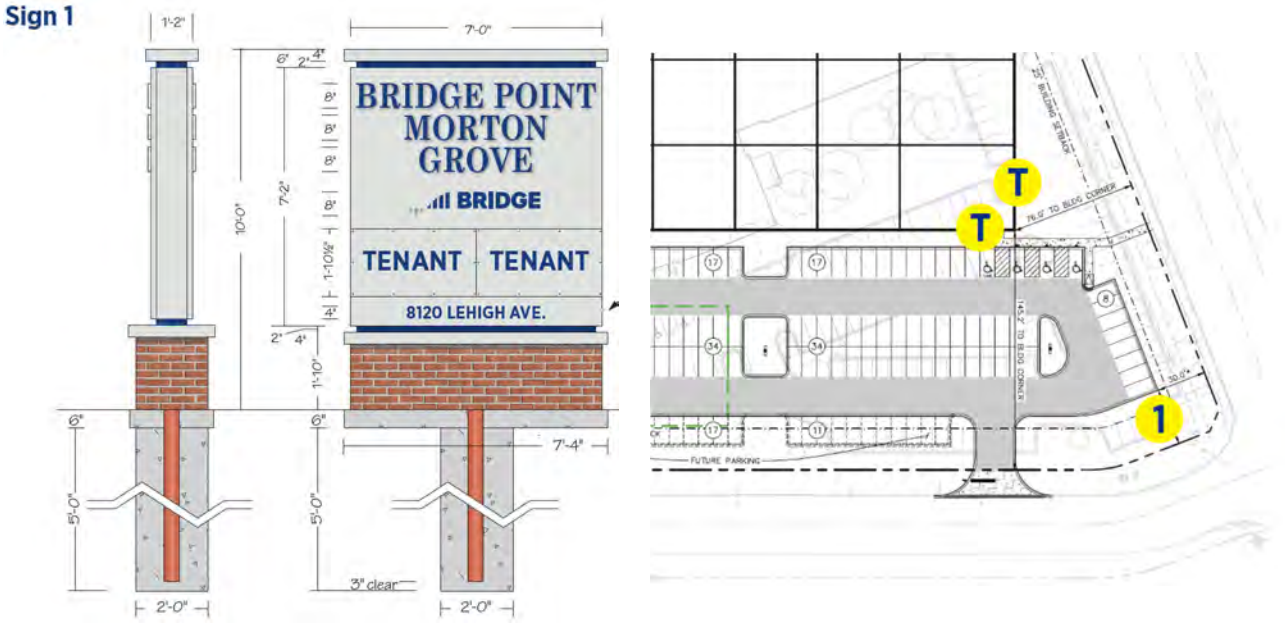
Proposed Light Pole Fixtures (Source: Lithonia)

Signage

The proposed sign package comprises one (1) monument sign to be located at the southeast corner of the subject property near the primary parking lot entrance, one (1) building name plate and address with the Bridge Development logo to be located on the upper northeast corner of the building on the east façade, and three (3) tenant identification signs to be located toward the top of the south façade.

Monument Sign

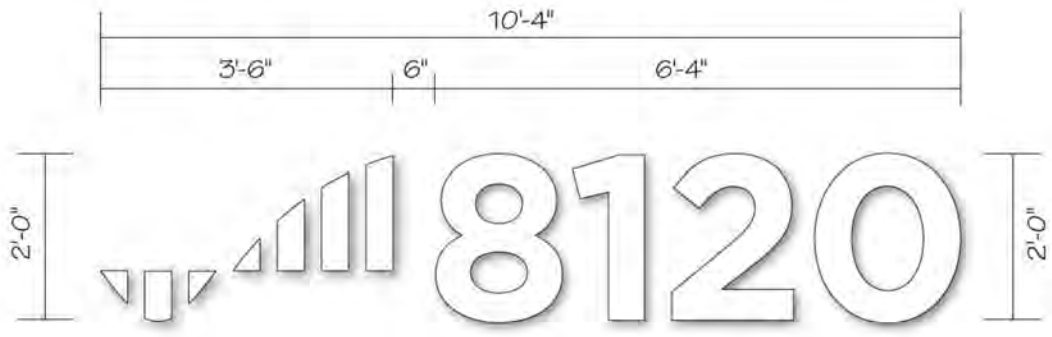
The proposed monument sign would be ten feet (10') tall with a sign area of 50.2 sq. ft. The proposed sign is required to be located at least five feet (5') from the public right of way along Park Avenue and Lehigh Avenue. The sign plan does not provide the precise location of the proposed monument sign, but there appears to sufficient space for a compliant sign location given that the parking lot is located 30 feet (30') from either right of way. A landscape bed extending two feet (2') from the sign base is required, but not provided for in the sign plan. ***The applicant should speak to the proposed sign location, proposed landscaping, and confirm whether related waivers are requested.***



Proposed Monument Sign Size (Left) and Location (Right – Labeled '1')

Address Sign

The address sign would consist of a Bridge Development logo and street number and would be 20.7 sq. ft. The address sign would be constructed of one inch (1") thick acrylic that is painted white and flush mounted to the building. The proposed sign is in excess of the two (2) sq. ft. maximum permitted, however Staff note that the sign size is proportional to the building are not concerned with the request. Similarly sized address numbers are located on other industrial buildings in the area and the Bridge Development logo measures seven (7) sq. ft. which is smaller than tenant signage typically permitted.



Proposed Address Sign

Tenant Identification

Three tenant signs each measuring 40 sq. ft. are proposed for the south façade along Park Avenue. Park Avenue is considered the primary frontage of the proposed development due to the southern location of the parking lot and main tenant entrances. The combined sign area of 120 sq. ft. is within the maximum permitted for a primary frontage. A fourth tenant sign is proposed for the southeast corner of the building along the Lehigh Avenue frontage which is considered the secondary frontage of the proposed building. The proposed tenant sign would be 32 sq. ft. which is the maximum sign size permitted. The final sign material is not yet known, but the applicant with requesting approval for either non-illuminated acrylic (similar to the proposed name plate sign) or internally illuminated channel lettering.

Typical Proposed Tenant Sign – East Elevation

The wall signs would be face lit and would have no unshielded direct light sources that may require additional guidance regarding light intensity or brightness. The Village's applicable sign requirements are outlined in the following table.

SIGNAGE CONTROL	CODE REQUIREMENT	PROPOSED SIGN	WAIVER NEEDED
Nameplates (10-10-4:E)	Individual professional or occupational nameplates and address signs permanently affixed to a structure, each limited to two (2) square feet.	20.7 sq. ft.	*Noncompliant – Waiver needed to increase permitted sign area by 18.7 sq. ft.*
Max. sign quantity (10-10-7:G.3)	Max. 1 sign per 150 ft. street frontage	1 monument sign	*Compliant*
Max. permitted height (10-10-7:G.3)	Max. 10.0 ft.	10.0 ft.	*Compliant*
Max. ground monument sign area (10-10-7:G.3, 10-10-6:H.3)	50 sq. ft. of sign face area measured to include only the portion of signage visible from a single vantage point for multifaced signs	50.2 sq. ft. per face	*Noncompliant – Waiver needed to increase sign area by 0.2 sq. ft.*
Monument sign location (10-10-7:G.6)	Min. greater of half height or 4 ft. from public ROW = Min. 4.1 ft. from ROW	Location not specified	*Noncompliant – Waiver needed to allow for location less than 5 ft.*
Monument sign landscape bed (10-10-7:G.5)	Min. 2 ft. radius from base of sign, min. 3 ft. height at planting	2 ft. landscape bed with groundcover to remain	*Noncompliant – Waiver needed to allow for no landscape bed*

Wall Signs Size – Primary Frontage (South Elevation – Park Avenue) (10-10-7:F.3)	Up to one and one-half (1.5) sq. ft. of wall signage per each linear foot of frontage or one hundred twenty (120) sq. ft. of signage (whichever is less) shall be allowed on the primary frontage of each tenant space of a nonresidential building. Max. 120 sq. ft.	120 sq. ft.	*Compliant*
Wall Signs Size – Secondary Frontage (East Elevation – Lehigh Avenue) (10-10-7:F.4)	Up to one and one-half (1.5) sq. ft. of additional wall signage per each linear foot of frontage or thirty two (32) sq. ft. of signage (whichever is less) shall be allowed on the secondary frontage of each tenant space of a nonresidential building. Max. 32. sq. ft.	32 sq. ft.	*Compliant*

As outlined in the table above, the proposed monument sign and nameplate require four waivers to the following sections of the Morton Grove Municipal Code:

- *Section 10-10-4:E* – A waiver to the maximum nameplate sign area permitted to allow a nameplate sign measuring 20.7 sq. ft.
- *Section 10-10-7:G.3* – A waiver to the maximum monument sign area permitted to allow a monument sign measuring 50.2 sq. ft.
- *Section 10-10-7:G.5* – A waiver for the required landscape bed.
- *Section 10-10-7:G.6* – A waiver to the minimum required setback to allow a setback less than 5 ft. (5') from Park Avenue and Lehigh Avenue.

Appearance Commission Review

In accordance with Unified Development Code Section 12-12-1:C, all site, landscape and building plans are to be reviewed by the Appearance Commission, and an Appearance Certificate by the Commission granted, prior to the issuance of a building permit. Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter, 12 "Design Standards," of this title.

The Design Standards (Sec. 12-12-1:D) are as follows:

D. Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:

1. Evaluation Standards:
    a. Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.
    b. Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.
    c. Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.
    d. Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.
2. Design Criteria:
    a. Standards: Appearance standards as set forth in this chapter.
    b. Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.
    c. Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.
    d. Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.

e. Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.
f. Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.
g. Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.
h. Landscaping: All requirements set forth in chapter 11, "Landscaping and Trees", of this title. (Ord. 07-07, 3-26-2007)

In accordance with Section 10-10-3:C.2, the Appearance Commission is charged with reviewing sign permit applications that do not meet technical requirements and determining whether the submitted plans comply with the provisions of the regulations and standards set forth in Chapter 10, “Sign Regulations” as follows:

The Sign Variance Standards (Sec. 10-10-3:E) established in the Code are as follows:

1. *In the opinion of the appearance commission the proposed sign displays a level of creativity which might not be achieved if strict adherence to the technical requirements of this chapter were imposed; or*
2. *There are special circumstances unique to the property that would create practical difficulties if the technical requirement of this chapter were imposed. By way of example, but not by way of limitation, such circumstances include the size, shape, topography, location or surroundings affecting the property; however,*
3. *Under no circumstances may a sign be approved if the proposed sign violates the standards set forth in subsection D2 or D3 of this section. (See below)*
4. *The appearance commission may approve and amend a sign plan for a building or development with multiple tenants. Upon such approval, the village administrator shall approve all signs for such building or developments which conform to said plan without further design review by the appearance commission.*

As referenced in Section 10-10-3:E, the standards established in subsections D2 and D3 are as follows:

D. Standards For Permit Approval: The village administrator shall approve an application if all of the following standards have been met or can be met with conditions as may be included in a conditional approval:

2. *The sign as proposed does not violate any other applicable code provisions and/or standards of the village of Morton Grove, state of Illinois, or federal government; and*
3. *The sign will not:*
    a. *Cause substantial injury to the value of other properties in the vicinity, or*
    b. *Be detrimental to the public safety or welfare in the neighborhood where it is located, or*
    c. *Unreasonably impair the visibility to adjacent property or public right of way, or*
    d. *Be inconsistent with any approved plan for the building or the district or area where it is located, or*
    e. *Be inconsistent with other signs on the property, or with the architectural character of the building, or*
    f. *Alter the essential character of the neighborhood, or*
    g. *Violate the purpose, spirit, or intent of this code.*

Recommendation

If the Appearance Commission approves the request for an Appearance Certificate for site, landscape, and building plans, for redevelopment to establish warehousing, distribution centers, and light manufacturing uses under Special Use Permit (PC 25-06) at the properties commonly known as 8125-45 River Drive and 8120-40 Lehigh Avenue, staff recommends the following conditions of approval:

1. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations and material specifications for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
2. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final lighting plan and photometric analysis that meets the minimum requirements of Village Code for review and approval by the Community Development Administrator and Village Engineer.*
3. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final landscape plans and a tree preservation plans for review and approval. Final plan selections, locations, and sizes must be deemed consistent with the approved selections, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
4. *Any proposed or future illuminated signs at the subject property shall not have a color temperature that exceeds 5,000 K (degrees Kelvin).*
5. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final sign plan indicating the location of the monument sign that adheres to all setbacks and landscaping requirements. Final sign plans must be deemed consistent with Appearance Commission discussion, as determined by the Community Development Administrator. If the sign plan is deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
6. *[Any other condition(s) deemed appropriate by the Appearance Commission]*

SPECIAL USE APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue, Morton Grove, Illinois 60053
commdev@mortongroveil.org | 847-663-3063

Case Number: PC 25-06 Date Application Filed: May 5, 2025

APPLICANT INFORMATION

Applicant Name: Doug Klein
Applicant Organization: Midwest RE Acquisitions, LLC
Applicant Address: 9525 West Bryn Mawr Avenue, Suite 700
Applicant City / State / Zip Code: Rosemont, IL 60018
Applicant Phone: (630) 423 - 7478
Applicant Email: dklein@bridgeindustrial.com
Applicant Relationship to Property Owner: Contract purchaser
Applicant Signature:

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: CRE North Grove CP I & II LLC c/o Woodside Capital Partners
Owner Address: 801 Cherry Street, Suite 1800
Owner City / State / Zip Code: Fort Worth, TX 76102
Owner Phone: (817) 233-7360
Owner Email: mark@woodsidecp.com
Owner Signature: DocuSigned by: Mark B. Horrell B7DDD82C37FF4B0...

PROPERTY INFORMATION

Common Address of Property: 8120 Lehigh Avenue
Property Identification Number (PIN): 10-20-303-001-0000; 10-20-303-002-0000
Property Square Footage: 477,960 square feet
Legal Description (attach as necessary): See attached
Property Zoning District: M-O/R Office/Research Manufacturing

APPLICATION INFORMATION

Requested Special Use: Warehouses, distribution centers, and light manufacturing uses
Purpose of Special Use (attach as necessary): The applicant intents to demolish the existing improvements at the property and construct a new, approximately 227,000 square foot industrial building. The applicant is requesting the special use to allow for warehouses, distribution centers, and light manufacturing uses to operate at the property.

RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

See attached.

b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

See attached.

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

See attached.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

See attached.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

See attached.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

See attached.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

See attached.

Midwest RE Acquisitions, LLC – 8120 Lehigh Avenue – Legal Description

PARCEL 1:
LOT 11 IN NORTH GROVE CORPORATE PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 20. TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113, IN COOK COUNTY. ILLINOIS.

PARCEL 2:
LOT 10 IN NORTH GROVE CORPORATE PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113, IN COOK COUNTY. ILLINOIS.

PARCEL 3:
EASEMENT FOR STORM WATER DETENTION CREATED BY NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 ON AND OVER A PORTION OF LOT 10 IN NORTH GROVE CORPORATE PARK, AFORESAID.

PARCEL 4:
EASEMENT FOR PUBLIC UTILITIES, DRAINAGE AND STORM WATER DETENTION CREATED BY NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 ON AND OVER A PORTION OF LOT 11 IN NORTH GROVE CORPORATE PARK AFORESAID.

PARCEL 5:
PERPETUAL, NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 OVER THE EAST 5 FEET OF LOT 10 IN NORTH GROVE CORPORATE PARK SUBDIVISION, AFORESAID. FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE PUBLIC ROADWAY COMMONLY KNOWN AS PARK AVENUE AND RIVER DRIVE AS CREATED IN THE PROTECTIVE COVENANTS APPENDED TO THE PLAT OF NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 IN COOK COUNTY, ILLINOIS.

PARCEL 6:
PERPETUAL, NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 OVER THE WEST 35 FEET OF LOT 11 IN NORTH GROVE CORPORATE PARK SUBDIVISION, AFORESAID. FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE PUBLIC ROADWAY COMMONLY KNOWN AS PARK AVENUE AND RIVER DRIVE AS CREATED IN THE PROTECTIVE COVENANTS APPENDED TO THE PLAT OF NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 IN COOK COUNTY, ILLINOIS.

8120 LEHIGH AVENUE
PROJECT NARRATIVE

THE APPLICANT

Midwest RE Acquisitions, LLC, an Illinois limited liability company ("Applicant"), is the contract purchaser of a portion of the property commonly known as 8120 Lehigh Avenue, Morton Grove, Illinois (the "Property"). Applicant makes this application for zoning approvals for the Project, as defined below and as described in greater detail below.

Midwest RE Acquisitions, LLC is controlled by Bridge Development Partners LLC, an Illinois limited liability company.

Applicant makes this application with the consent of the owner of the Property, CRE North Grove CP I & II LLC.

THE PROPERTY

The Property is an approximately +/- 11-acre parcel of land located at the northwest intersection of Lehigh Avenue and Park Avenue. The Property is improved with two, outdated one-story industrial/office buildings built in 1988, totaling approximately 147,000 square feet, together with off street parking, loading and other ancillary improvements. The Property is zoned M-O/R Office/Research Manufacturing District.

THE PROJECT

The Applicant proposes to demolish all of the improvements on the Property and redevelop the Property with an approximately 227,600 square foot single-story building, truck docks, approximately 212 off street parking spaces, underground detention and various ancillary improvements. The Applicant has also land banked 61 parking spaces on the southern side of the Property in the event that future parking demand is greater than 212 parking spaces. The height of the building is no greater than 40 feet. There will be multiple points of ingress/egress to the site from Lehigh Avenue (1), River Drive (2), and Park Avenue (1).

While the Applicant has not identified specific tenants for the building, it anticipates prospective users will be consistent with those land uses permitted in the M-O/R Office/Research Manufacturing District as well as uses in the surrounding area. Those tenants may include warehousing and/or distribution firms, companies engaged in limited industrial uses such as food processing, and/or designers/fabricators of custom interior finishes for high end residential and commercial customers. Because of the range of prospective users, the Applicant is seeking approval of multiple special uses.

The Applicant intends to acquire the Property on or about Q3 2025. Subject to receipt of all necessary government approvals and permits and existing tenant departures, the Applicant anticipates that it will commence demolition on or about Q4 2025. Substantial completion of the project is expected on or about Q1 2027.

PROPOSED ZONING AND REQUESTED RELIEF

In order to accomplish the Project, the Applicant seeks a special use to include warehouse, manufacturing (light), and distribution center uses as allowed uses at the Property. The Applicant also seeks approval of its proposed building by the Appearance Commission. Lastly, the Applicant also seeks a final plat of subdivision to create a lot of record for the parcel it is buying and to consolidate the Property into a single lot of record.

CRE NORTH GROVE CP I & II LLC
801 Cherry St, Suite 1800
Fort Worth, Texas 76102

April 30, 2025

Mr. Brandon Nolin
Community Development Administrator
Village of Morton Grove
6101 Capulina Avenue
Morton Grove, Illinois 60053

Re: Authorization to file Applications for a Special Use, the Appearance Commission, and a Preliminary Plat of Subdivision; 8120 Lehigh Avenue, Morton Grove, Illinois

Dear Mr. Nolin:

The undersigned (the "Owner") holds title to that certain property commonly known as 8120 Lehigh Avenue, Morton Grove, Illinois (the "Property"). Midwest RE Acquisitions, LLC (the "Contract Purchaser") has executed a purchase and sale agreement for the Property. The Contract Purchaser intends to file applications for (a) approval of one or more special uses at the Property, (b) for a hearing before the Village's Appearance Commission; (c) a preliminary plat of subdivision; and (d) such other zoning relief as may be necessary in furtherance of the Contract Purchaser's intended development. In connection with these applications, the Owner hereby consents to the Contract Purchaser, and any affiliated or authorized entity or entities (including, without limitation, legal counsel), to: (xx) file such applications; (yy) pursue approval of said applications; and (zz) take any and all related actions which may be necessary or appropriate in connection with processing such applications. The Owner also agrees to accept the conditions of approval of such applications.

Thank you for your consideration. If you have any questions regarding the foregoing consent, please contact the undersigned.

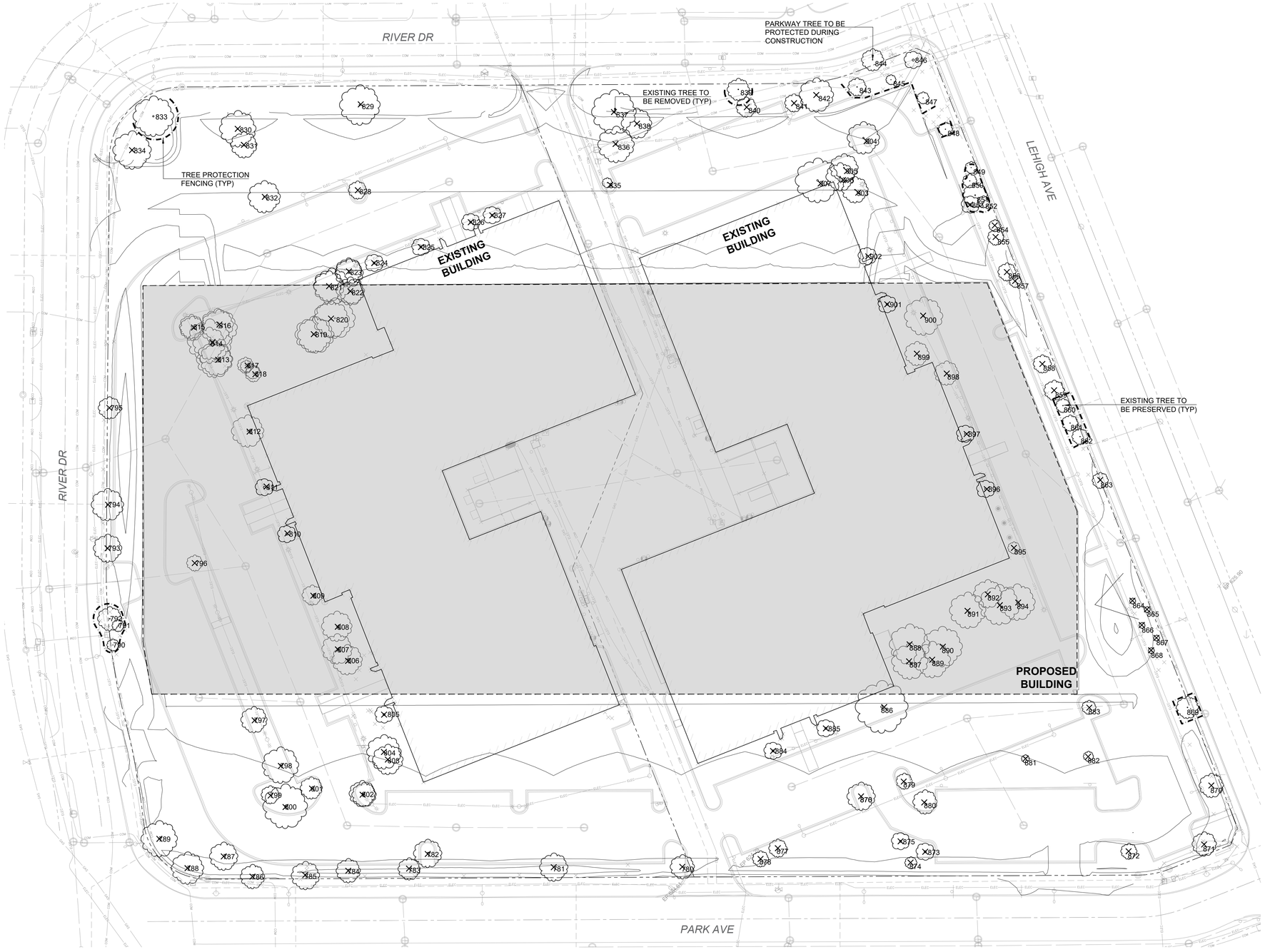
[SIGNATURE PAGE FOLLOWS]

OWNER: CRE NORTH GROVE CP I & II LLC

By: DocuSigned by: Mark B. Horrell B7DDD82C37FF4B0...

Name: Mark B. Horrell

Its: President



TREE PRESERVATION PLAN

SCALE: 1" = 40'-0"

N

0 20' 40' 80'

NOTE: SEE SHEET TP1.1 FOR TREE REMOVAL AND MITIGATION TOTALS

TREE PROTECTION NOTES

1. BEFORE ANY EXCAVATION, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.

2. FOUR FOOT HIGH SNOW FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIPLINE OF ALL TREES TO BE SAVED IN ACCORDANCE WITH THE MORTON GROVE ZONING ORDINANCE.

3. A TREE REMOVAL PERMIT MUST BE OBTAINED FROM THE PLANNING OFFICE PRIOR TO ALL TREE REMOVAL ACTIVITY INVOLVING TREES SIX (6) INCHES OR MORE D.B.H. IN ACCORDANCE WITH MORTON GROVE ZONING ORDINANCE.

4. TREES TO BE REMOVED MUST BE MARKED IN THE FIELD WITH RED PAINT OR FLAGS AND INSPECTED BY THE MORTON GROVE FORESTRY OFFICE PRIOR TO ANY TREES BEING REMOVED.

5. IF NECESSARY TO CONDUCT WORK OR DIGGING WITHIN THE ROOT ZONE OF TREES TO REMAIN, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED AND ADDITIONAL PROTECTIVE MEASURES, SUCH AS ROOT PRUNING OR BRIDGING, MUST BE EMPLOYED BY A LICENSED TREE SERVICE.

6. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.

7. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.

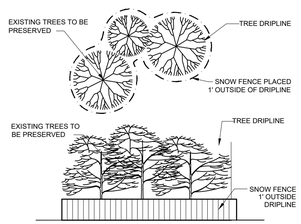
8. EXERCISE CAUTION WHEN WORKING AND DIGGING NEAR TREES LOCATED ON ADJACENT PROPERTY.

9. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.

10. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

11. TREE INVENTORY CONDUCTED BY DAVID COULTER, OSAGE INC. ISA CERTIFIED ARBORIST #IL-0094 (EXP. 12-31-25)

12. EXISTING TREES HAVE BEEN LOCATED WITH GIS COORDINATES. LOCATIONS ARE APPROXIMATE BUT ACCURATE. FIELD VERIFICATION IS RECOMMENDED PRIOR TO REMOVAL ACTIVITY.



1 TP1.0 TREE FENCING DETAIL

SCALE: NO SCALE

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-0011
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	04-29-25
	PER VILLAGE COMMENTS	KMT	05-27-25

BRIDGE INDUSTRIAL
MORTON GROVE, ILLINOIS

TREE PRESERVATION PLAN
TREE PROTECTION NOTES
TREE FENCING DETAIL

date. 04-29-25
drawn DJW/DSP
checked KMT

job no. 25080

sheet no. TP 1.0

EXISTING TREE INVENTORY

Tag number	Cal. size	Species	Location	Health	Form	Action
780	11	Norway Maple	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
781	14	Norway Maple	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
782	14	Linden	Parking Lot	Very Good	Good	Tree to be removed due to construction.
783	11	Linden	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
784	11	Linden	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
785	14	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
786	12	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
787	13	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
788	16	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
789	16	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
790	7,7,7,3,2	Cockspur Hawthorn	Parking Lot	Good	Good	Parking lot tree to be protected during construction
791	7,6,3,3	Cockspur Hawthorn	Parking Lot	Good	Good	Parking lot tree to be protected during construction
792	7,5,5,4	Cockspur Hawthorn	Parking Lot	Good	Good	Parking lot tree to be protected during construction
793	15	Linden	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
794	14	Linden	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
795	10	Linden	Parking Lot	Good	Very Good	Tree to be removed due to construction.
796	8	Norway Maple	Parking Lot	Excellent	Excellent	Tree to be removed due to construction.
797	13	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
798	16	Austrian Pine	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
799	9	Honeylocust	Parking Lot	Good	Good	Tree to be removed due to construction.
800	18	Austrian Pine	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
801	11	Honeylocust	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
802	13	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
803	15	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
804	19	Austrian Pine	Building Perimeter	Excellent	Very Good	Tree to be removed due to construction.
805	5,5,4,4	Cockspur Hawthorn	Building Perimeter	Good	Good	Tree to be removed due to construction.
806	15	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
807	16	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
808	13	Honeylocust	Building Perimeter	Excellent	Very Good	Tree to be removed due to construction.
809	12	Honeylocust	Building Perimeter	Excellent	Good	Tree to be removed due to construction.
810	8	Crabapple	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
811	4,3,3, 2" x 8	Serviceberry	Building Perimeter	Good	Good	Tree to be removed due to construction.
812	16	Red Maple	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
813	15	Austrian Pine	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
814	18	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
815	10	Red Maple	Building Perimeter	Good	Very Good	Tree to be removed due to construction.
816	14,8	Austrian Pine	Building Perimeter	Excellent	Very Good	Tree to be removed due to construction.
817	6,6	Cockspur Hawthorn	Building Perimeter	Good	Very Good	Tree to be removed due to construction.
818	8,7,6,6,5	Crabapple	Building Perimeter	Below Average	Below Average	Tree to be removed due to construction.
819	16	Red Maple	Building Perimeter	Good	Good	Tree to be removed due to construction.
820	23	Austrian Pine	Building Perimeter	Excellent	Excellent	Tree to be removed due to construction.
821	16,5	Scotch Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
822	14	Scotch Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
823	14	Austrian Pine	Building Perimeter	Good	Good	Tree to be removed due to construction.
824	22	Austrian Pine	Building Perimeter	Excellent	Very Good	Tree to be removed due to construction.
825	1" x 12	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
826	2,2,2,2,1	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
827	15	Honeylocust	Building Perimeter	Excellent	Very Good	Tree to be removed due to construction.
828	9	Norway Maple	Building Perimeter	Below Average	Below Average	Tree to be removed due to construction.
829	17	Norway Maple	Parking Lot	Good	Very Good	Tree to be removed due to construction.
830	18	Austrian Pine	Parking Lot	Good	Very Good	Tree to be removed due to construction.
831	14,7,6	Austrian Pine	Parking Lot	Below Average	Below Average	Tree to be removed due to construction.
832	12	Austrian Pine	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
833	20	Honeylocust	Parking Lot	Very Good	Excellent	Parking lot tree to be protected during construction
834	18	Honeylocust	Parking Lot	Excellent	Excellent	Tree to be removed due to construction.
835	7	Red Maple	Parking Lot	Below Average	Below Average	Tree to be removed due to construction.
836	21	Austrian Pine	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
837	22	Austrian Pine	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
838	17	Austrian Pine	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
839	13	Callery Pear	Parking Lot	Good	Good	Parking lot tree to be protected during construction
840	11	Crabapple	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
841	13	Crabapple	Parking Lot	Good	Good	Tree to be removed due to construction.
842	19	Pin Oak	Parking Lot	Excellent	Excellent	Tree to be removed due to construction.
843	10	Red Maple	Parking Lot	Good	Good	Parking lot tree to be protected during construction
844	14	Norway Maple	Parkway	Poor	Poor	Parkway tree to be protected during construction
845	7,7,6,5,5,2	Cockspur Hawthorn	Parking Lot	Below Average	Good	Parking lot tree to be protected during construction
846	8,3,2,7,7	Cockspur Hawthorn	Perimeter	Good	Good	Perimeter tree to be protected during construction
847	8,8,5,4,4	Cockspur Hawthorn	Perimeter	Good	Very Good	Perimeter tree to be protected during construction
848	9	Sugar Maple	Perimeter	Very Good	Very Good	Perimeter tree to be protected during construction
849	8	Red Maple	Perimeter	Poor	Poor	Perimeter tree to be protected during construction
850	8,9	Mulberry	Perimeter	Very Good	Good	Perimeter tree to be protected during construction
851	13	Norway Maple	Perimeter	Very Good	Very Good	Perimeter tree to be protected during construction
852	8	Colorado Spruce	Perimeter	Poor	Poor	Perimeter tree to be protected during construction
853	6,6,5	American Elm	Perimeter	Very Good	Good	Tree to be removed due to construction.
854	9	Douglas Fir	Perimeter	Very Good	Very Good	Tree to be removed due to construction.
855	11	Douglas Fir	Perimeter	Very Good	Very Good	Tree to be removed due to construction.
856	15	Colorado Spruce	Perimeter	Very Good	Good	Tree to be removed due to construction.
857	8,8,7,6	Crabapple	Perimeter	Good	Good	Tree to be removed due to construction.
858	11	Douglas Fir	Perimeter	Very Good	Very Good	Tree to be removed due to construction.
859	12	Red Maple	Perimeter	Very Good	Very Good	Tree to be removed due to construction.
860	10	Colorado Spruce	Perimeter	Good	Good	Perimeter tree to be protected during construction
861	10	Douglas Fir	Perimeter	Very Good	Very Good	Perimeter tree to be protected during construction
862	11	Douglas Fir	Perimeter	Very Good	Very Good	Perimeter tree to be protected during construction
863	9,8	Douglas Fir	Perimeter	Very Good	Very Good	Tree to be removed due to construction.
864	5,5,5,4,4,4,3	Corneliancherry Dogwood	Perimeter	Excellent	Excellent	Tree to be removed due to construction.
865	3" x 10	Corneliancherry Dogwood	Perimeter	Excellent	Excellent	Tree to be removed due to construction.
866	4,4, 3" x 12	Corneliancherry Dogwood	Perimeter	Excellent	Excellent	Tree to be removed due to construction.
867	4,4,4,4,3,3,3	Corneliancherry Dogwood	Perimeter	Excellent	Excellent	Tree to be removed due to construction.
868	3" x 15	Corneliancherry Dogwood	Perimeter	Excellent	Excellent	Tree to be removed due to construction.
869	11	Norway Maple	Perimeter	Very Good	Very Good	Perimeter tree to be protected during construction
870	14	Norway Maple	Perimeter	Good	Very Good	Tree to be removed due to construction.
871	15	Norway Maple	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
872	8	Red Maple	Parking Lot	Below Average	Below Average	Tree to be removed due to construction.
873	3" x 10	Corneliancherry Dogwood	Parking Lot	Excellent	Very Good	Tree to be removed due to construction.
874	10,8,8,7,7	Crabapple	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
875	3" x 12	Corneliancherry Dogwood	Parking Lot	Excellent	Very Good	Tree to be removed due to construction.
876	15	Honeylocust	Parking Lot	Very Good	Excellent	Tree to be removed due to construction.
877	11	Crabapple	Parking Lot	Below Average	Good	Tree to be removed due to construction.
878	10	Crabapple	Parking Lot	Below Average	Good	Tree to be removed due to construction.
879	9	Honeylocust	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
880	13	Honeylocust	Parking Lot	Very Good	Very Good	Tree to be removed due to construction.
881	7,6,6	Cockspur Hawthorn	Parking Lot	Good	Very Good	Tree to be removed due to construction.
882	9,9,9,3	Cockspur Hawthorn	Parking Lot	Below Average	Good	Tree to be removed due to construction.
883	8	Red Maple	Parking Lot	Below Average	Below Average	Tree to be removed due to construction.
884	1" x 12	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
885	2" x 3	Serviceberry	Building Perimeter	Good	Good	Tree to be removed due to construction.
886	25	Honeylocust	Building Perimeter	Very Good	Excellent	Tree to be removed due to construction.
887	17	Austrian Pine	Building Perimeter	Good	Good	Tree to be removed due to construction.
888	20	Austrian Pine	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
889	17	Austrian Pine	Building Perimeter	Good	Good	Tree to be removed due to construction.
890	22	Pin Oak	Building Perimeter	Good	Very Good	Tree to be removed due to construction.
891	16	Pin Oak	Building Perimeter	Good	Good	Tree to be removed due to construction.
892	11,10,10,7	Austrian Pine	Building Perimeter	Good	Good	Tree to be removed due to construction.
893	18	Austrian Pine	Building Perimeter	Good	Very Good	Tree to be removed due to construction.
894	16	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
895	7	Red Maple	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
896	1" x 16	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
897	1" x 10	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
898	15	Honeylocust	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
899	14	Honeylocust	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
900	19	Honeylocust	Building Perimeter	Very Good	Excellent	Tree to be removed due to construction.
901	3, 1" x 9	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
902	1" x 12	Serviceberry	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
903	18	Honeylocust	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
904	17	Honeylocust	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.
905	17	Austrian Pine	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
906	16	Austrian Pine	Building Perimeter	Very Good	Good	Tree to be removed due to construction.
907	20	Austrian Pine	Building Perimeter	Very Good	Very Good	Tree to be removed due to construction.

TREE REMOVAL SUMMARY

Total Trees Inventoried	***128***
Existing trees under 12"	29
Existing trees 12" or greater	99
Trees to be preserved	***19***
Trees to be removed	***109***
Existing trees under 12" to be removed	21
Existing trees 12" or greater to be removed	88

TREE MITIGATION SUMMARY

Existing trees 12" or greater to be removed	***88***
Required mitigation for removals (1 replacement per removal)	***88***
Proposed mitigation for removals	***114***
Proposed shade trees (3" cal.)	27
Proposed evergreen trees (6' ht.)	87

Note: Proposed mitigation trees are located on the east, north, and west sides of the property. Proposed mitigation trees are in addition to the required perimeter/parking lot landscaping.

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REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-0019
STATE OF ILLINOIS

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	04-29-25
2	PER VILLAGE COMMENTS	KMT	05-27-25

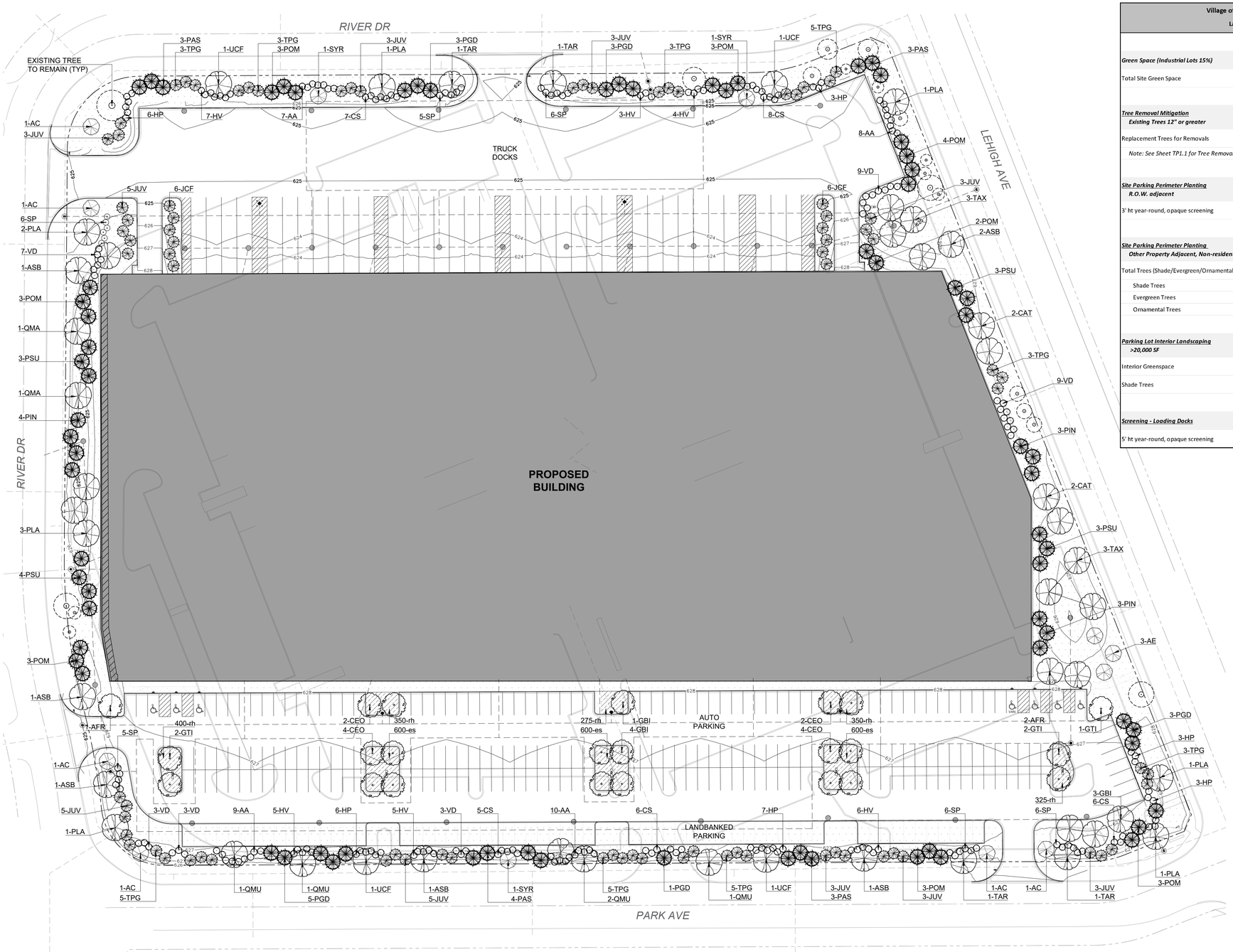
BRIDGE INDUSTRIAL
MORTON GROVE, ILLINOIS

EXISTING TREE INVENTORY

date. 04-29-25
drawn DJW/DSP
checked KMT

job no. 25080

sheet no. TP 1.1



OVERALL LANDSCAPE PLAN KEY

SCALE: 1" = 40'-0"

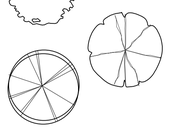
N

0 20' 40' 80'

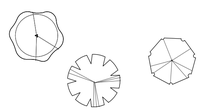
Village of Morton Grove Landscape Ordinance Landscape Requirement Summary			
		Required	Proposed/Existing
Green Space (Industrial Lots 15%)	***477,960 SF***		
Total Site Green Space		71,694 SF	87,754 SF
Tree Removal Mitigation ***Existing Trees 12" or greater***	***88 Removals***		
Replacement Trees for Removals		88	114
Note: See Sheet TP1.1 for Tree Removal and Mitigation Summary			
Site Parking Perimeter Planting ***R.O.W. adjacent***	***1086 LF***		
3' ht year-round, opaque screening	100%	1086 LF	1086 LF
Site Parking Perimeter Planting ***Other Property Adjacent, Non-residential***	***1949 LF***		
Total Trees (Shade/Evergreen/Ornamental)	1:80 LF	24	85
Shade Trees			21
Evergreen Trees			59
Ornamental Trees			5
Parking Lot Interior Landscaping ***>20,000 SF***	***91,928 SF***		
Interior Greenspace	7%	6,435	6,534
Shade Trees	1:100 SF	64	23
Screening - Loading Docks	***863 LF***		
5' ht year-round, opaque screening	100%		

PLANT KEY

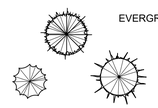
SHADE TREE



ORNAMENTAL TREE



EVERGREEN TREE



PROPOSED PLANT TOTALS

TOTAL SHADE TREES:	70
TOTAL EVERGREEN TREES:	158
TOTAL ORNAMENTAL TREES:	12

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, EXCLUDING SHRUB BEDS, TO BE RESTORED WITH TURF GRASS SEED AND COVERED WITH AN EROSION CONTROL BLANKET.
16. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
17. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY
18. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

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REGISTERED LANDSCAPE ARCHITECT
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157-001156
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	04-29-25
	PER VILLAGE COMMENTS	KMT	05-27-25

BRIDGE INDUSTRIAL
MORTON GROVE, ILLINOIS

OVERALL LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date. 04-29-25
drawn DJW/DSP
checked KMT

job no. 25080

sheet no. L1.0

Master Plant List

Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
Shade Trees						
AFR	3	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB	NATIVAR	
ASB	7	ACER SACCHARUM 'BARRETT COLE'	APOLLO SUGAR MAPLE	3" BB	NATIVAR	COLUMNAR
CAT	4	CATALPA SPECIOSA	NORTHERN CATALPA	3" BB	NATIVE	
CEO	12	CELTUS OCCIDENTALIS	HACKBERRY	3" BB	NATIVE	
GBI	8	GINKGO BILOBA 'AUTUMN GOLD'	GINKGO	3" BB		MALE SPEC. ONLY
GTI	5	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	3" BB		
PLA	10	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		
QMA	2	QUERCUS MACROCARPA	BUR OAK	3" BB	NATIVE	
QMU	5	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	3" BB	NATIVE	
TAX	6	TAXODIUM DISTICHUM	BALD-CYPRESS	3" BB		
TAR	4	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	NATIVAR	
UCF	4	ULMUS x 'FRONTIER'	FRONTIER ELM	3" BB		
Evergreen Trees						
JCF	12	JUNIPERUS CHINENSIS 'FAIRVIEW'	FAIRVIEW UPRIGHT JUNIPER	6' BB		
JUV	36	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	8' BB	NATIVE	
PAS	13	PICEA AIBES	NORWAY SPRUCE	8' BB		
PGD	15	PICEA GLAUCA VAR. DENSATA	BLACK HILLS SPRUCE	8' BB		
POM	24	PICEA OMORIKA	SERBIAN SPRUCE	8' BB		
PIN	10	PINUS STROBUS	EASTERN WHITE PINE	8' BB		
PSU	13	PSEUDOSTUGA MENZIESII	DOUGLAS FIR	8' BB		
TPG	35	THUJA PLICATA 'GREEN GIANT'	GREEN GIANT ARBORVITAE	8' BB		
Ornamental Trees						
AE	3	AESCULUS PAVIA	RED BUCKEYE	6' BB	NATIVE	
AC	6	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6' BB	NATIVE	
SYR	3	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	8' BB		
Deciduous Shrubs						
AA	34	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	RED CHOKEBERRY	5 GAL	NATIVAR	
CS	32	CORNUS SERICEA 'ISANTI'	ISANTI RED TWIG DOGWOOD	24" BB	NATIVAR	
HV	30	HAMMAMELIS VERNALIS	VERNAL WITCHHAZEL	4' BB	NATIVE	
HP	28	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
SP	34	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	24" BB		
VD	34	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	48" BB	NATIVAR	
Groundcover						
es	1800	ERAGROSTIS SPECTABILIS	PURPLE LOVEGRASS	3" POTS	NATIVE	
rh	1700	RUELLIA HUMILIS	WILD PETUNIA	3" POTS	NATIVE	

PROPOSED PLANT TOTALS

TOTAL SHADE TREES: 70

TOTAL EVERGREEN TREES: 158

TOTAL ORNAMENTAL TREES: 12

LANDSCAPE MAINTENANCE SPECIFICATIONS

THE CONTRACTOR SHALL PROVIDE AS A SEPARATE BID, MAINTENANCE FOR A PERIOD OF 1 YEAR AFTER FINAL ACCEPTANCE OF THE PROJECT LANDSCAPING. THE CONTRACTOR MUST BE ABLE TO PROVIDE CONTINUED MAINTENANCE IF REQUESTED BY THE OWNER OR PROVIDE THE NAME OF A REPUTABLE LANDSCAPE CONTRACTOR WHO CAN PROVIDE MAINTENANCE.

STANDARDS

ALL LANDSCAPE MAINTENANCE SERVICES SHALL BE PERFORMED BY TRAINED PERSONNEL USING CURRENT, ACCEPTABLE HORTICULTURAL PRACTICES.

ALL WORK SHALL BE PERFORMED IN A MANNER THAT MAINTAINS THE ORIGINAL INTENT OF THE LANDSCAPE DESIGN.

ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT COUNTY, STATE AND FEDERAL LAWS, USING EPA REGISTERED MATERIALS AND METHODS OF APPLICATION. THESE APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR.

APPROVALS

ANY WORK PERFORMED IN ADDITION TO THAT WHICH IS OUTLINED IN THE CONTRACT SHALL ONLY BE DONE UPON WRITTEN APPROVAL BY THE OWNER'S REPRESENTATIVE.

ALL SEASONAL COLOR SELECTIONS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO ORDERING AND INSTALLATION.

SOIL TESTING

THE MAINTENANCE CONTRACTOR SHALL PERFORM SOIL TESTS AS NEEDED TO IDENTIFY ANY IMBALANCES OR DEFICIENCIES CAUSING PLANT MATERIAL DECLINE. THE OWNER SHALL BE NOTIFIED OF THE RECOMMENDATION FOR APPROVAL, AND THE NECESSARY CORRECTIONS MADE AT AN ADDITIONAL COST TO THE OWNER.

ACCEPTABLE SOIL TEST RESULTS:

	LANDSCAPE TREES & SHRUBS	TURF
PH RANGE	5.0-7.0	6.0-7.0
ORGANIC MATTER	>1.5%	>2.5%
MAGNESIUM (MG)	100+LBS./ACRE	100+LBS./ACRE
PHOSPHORUS (P2O5)	150+LBS./ACRE	150+LBS./ACRE
POTASSIUM (K2O)	120+LBS./ACRE	120+LBS./ACRE
SOLUBLE SALTS	NOT TO EXCEED 900PPM/1.9 MMHOS/CM	NOT TO EXCEED 750PPM/0.75 MMHOS/CM
	IN SOIL; NOT TO EXCEED 1400 PPM/2.5	IN SOIL; NOT TO EXCEED 2000 PPM/2.0
	MMHOS/CM IN HIGH ORGANIC MIX	MMHOS/CM IN HIGH ORGANIC MIX

FOR UNUSUAL SOIL CONDITIONS, THE FOLLOWING OPTIONAL TESTS ARE RECOMMENDED WITH LEVELS NOT TO EXCEED:

BORON	3 POUNDS PER ACRE
MANGANESE	50 POUNDS PER ACRE
POTASSIUM (K2O)	450 POUNDS PER ACRE
SODIUM	20 POUNDS PER ACRE

WORKMANSHIP

DURING LANDSCAPE MAINTENANCE OPERATIONS, ALL AREAS SHALL BE KEPT NEAT AND CLEAN. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER TO THE OPERATORS, THE OCCUPANTS AND ANY PEDESTRIANS.

UPON COMPLETION OF MAINTENANCE OPERATIONS, ALL DEBRIS AND WASTE MATERIAL SHALL BE CLEANED UP AND REMOVED FROM THE SITE, UNLESS PROVISIONS HAVE BEEN GRANTED BY THE OWNER TO USE ON-SITE TRASH RECEPTACLES. ANY DAMAGE TO THE LANDSCAPE, STRUCTURES, OR IRRIGATION SYSTEMS CAUSED BY THE MAINTENANCE CONTRACTOR, SHALL BE REPAIRED BY THE MAINTENANCE CONTRACTOR WITHOUT CHARGE TO THE OWNER.

TURF

GENERAL CLEAN UP

PRIOR TO MOWING, ALL TRASH, STICKS, AND OTHER UNWANTED DEBRIS SHALL BE REMOVED FROM LAWNS, PLANT BEDS, AND PAVED AREAS.

MOWING

TURF GRASSES, INCLUDING BLUE GRASS, TALL FESCUE, PERENNIAL RYEGRASS, ETC., SHALL BE MAINTAINED AT A HEIGHT OF 2" TO 3" IN SPRING AND FALL. FROM JUNE THROUGH SEPTEMBER, MOWING HEIGHT SHALL BE MAINTAINED AT NO LESS THAN 3".

THE MOWING OPERATION INCLUDES TRIMMING AROUND ALL OBSTACLES, RAKING EXCESSIVE GRASS CLIPPINGS AND REMOVING DEBRIS FROM WALKS, CURBS, AND PARKING AREAS. CAUTION: MECHANICAL WEEDERS SHOULD NOT BE USED AROUND TREES BECAUSE OF POTENTIAL DAMAGE TO THE BARK.

EDGING

EDGING OF ALL SIDEWALKS, CURBS AND OTHER PAVED AREAS SHALL BE PERFORMED ONCE EVERY OTHER MOWING. DEBRIS FROM THE EDGING OPERATIONS SHALL BE REMOVED AND THE AREAS SWEPT CLEAN. CAUTION SHALL BE USED TO AVOID FLYING DEBRIS.

FERTILIZING

SEASONALLY STEPPED FERTILIZER SHALL BE APPLIED IN AREAS BASED ON THE EXISTING TURF SPECIES.

LAWN WEED CONTROL: HERBICIDES

SELECTION AND PROPER USE OF HERBICIDES SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIFIED APPLICATOR. READ THE LABEL PRIOR TO APPLYING ANY CHEMICAL.

INSECT & DISEASE CONTROL FOR TURF

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE SITE CONDITIONS ON EACH VISIT TO DETERMINE IF ANY INSECT PEST OR DISEASE PROBLEMS EXIST. THE CONTRACTOR SHALL IDENTIFY THE INSECT PEST OR DISEASE, AS WELL AS THE HOST PLANT, AND THEN CONSULT THE MOST CURRENT EDITION OF THE COOPERATIVE EXTENSION SERVICE'S "COMMERCIAL INSECTICIDE RECOMMENDATION FOR TURF" FOR CONTROL. THE LICENSED APPLICATOR SHALL BE FAMILIAR WITH THE LABEL PROVIDED FOR THE SELECTED PRODUCT PRIOR TO APPLICATION.

INSPECTION AND TREATMENT TO CONTROL INSECT PESTS SHALL BE INCLUDED IN THE CONTRACT PRICE.

TREES, SHRUBS, & GROUND COVER

PRUNING

ALL ORNAMENTAL TREES, SHRUBS AND GROUND COVER SHALL BE PRUNED WHEN APPROPRIATE TO REMOVE DEAD OR DAMAGED BRANCHES, DEVELOP THE NATURAL SHAPES. DO NOT SHEAR TREES OR SHRUBS. IF PREVIOUS MAINTENANCE PRACTICE HAS BEEN TO SHEAR AND BALL, THEN A NATURAL SHAPE WILL BE RESTORED GRADUALLY.

PRUNING GUIDELINES:

1. PRUNE PLANTS THAT FLOWER BEFORE THE END OF JUNE (SPRING BLOOMING) IMMEDIATELY AFTER FLOWERING. FLOWER BUDS DEVELOP DURING THE PREVIOUS GROWING SEASON. FALL, WINTER OR SPRING PRUNING WOULD REDUCE THE SPRING FLOWERING DISPLAY.
2. PRUNE PLANTS THAT FLOWER IN JULY – SEPTEMBER (SUMMER OR AUTUMN BLOOMING) IN WINTER OR SPRING BEFORE NEW GROWTH BEGINS, SINCE THESE PLANTS DEVELOP FLOWERS ON NEW GROWTH.
3. DELAY PRUNING PLANTS GROWN FOR ORNAMENTAL FRUITS, SUCH AS COTONEASTERS AND VIBURNUMS.
4. HOLLIES AND OTHER EVERGREENS MAY BE PRUNED DURING WINTER IN ORDER TO USE THEIR BRANCHES FOR SEASONAL DECORATION. HOWEVER, SEVERE PRUNING OF EVERGREENS SHOULD BE DONE IN EARLY SPRING ONLY.
5. BROADLEAF EVERGREEN SHRUBS SHALL BE HAND-PRUNED TO MAINTAIN THEIR NATURAL APPEARANCE AFTER THE NEW GROWTH HARDENS OFF.
6. HEDGES OR SHRUBS THAT REQUIRE SHEARING TO MAINTAIN A FORMAL APPEARANCE SHALL BE PRUNED AS REQUIRED. DEAD WOOD SHALL BE REMOVED FROM SHEARED PLANTS BEFORE THE FIRST SHEARING OF THE SEASON.
7. CONIFERS SHALL BE PRUNED, IF REQUIRED, ACCORDING TO THEIR GENUS.
   A. YEWS, JUNIPERS, HEMLOCKS AND ARBORVITAE MAY BE PRUNED AFTER NEW GROWTH HAS HARDENED OFF IN LATE SUMMER. IF SEVERE PRUNING IS NECESSARY, IT MUST BE DONE IN EARLY SPRING.
   B. FIRS AND SPRUCES MAY BE LIGHTLY PRUNED IN LATE SUMMER, FALL, OR WINTER AFTER COMPLETING GROWTH. LEAVE SIDE BUDS. NEVER CUT CENTRAL LEADER.
   C. PINES MAY BE LIGHTLY PRUNED IN EARLY JUNE BY REDUCING CANDLES.
8. GROUNDCOVER SHALL BE EDGED AND PRUNED AS NEEDED TO CONTAIN IT WITHIN ITS BORDERS.
9. THINNING: REMOVE BRANCHES AND WATER SPROUTS BY CUTTING THEM BACK TO THEIR POINT OF ORIGIN ON PARENT STEMS. THIS METHOD RESULTS IN A MORE OPEN PLANT, WITHOUT STIMULATING EXCESSIVE GROWTH. THINNING IS USED ON CRAB APPLES, LILACS, VIBURNUMS, ETC.
10. RENEWAL PRUNING: REMOVE OLDEST BRANCHES OF SHRUB AT GROUND, LEAVING THE YOUNGER, MORE VIGOROUS BRANCHES. ALSO REMOVE WEAK STEMS. ON OVERGROWN PLANTS, THIS METHOD MAY BE BEST DONE OVER A THREE-YEAR PERIOD. RENEWAL PRUNING MAY BE USED ON FORSYTHIA, HYDRANGEA, SPIRAEA, ETC.

PLANTS OVERHANGING PASSAGEWAYS AND PARKING AREAS AND DAMAGED PLANTS SHALL BE PRUNED AS NEEDED.

SHADE TREES THAT CANNOT BE ADEQUATELY PRUNED FROM THE GROUND SHALL NOT BE INCLUDED IN THE MAINTENANCE CONTRACT. A CERTIFIED ARBORIST UNDER A SEPARATE CONTRACT SHALL PERFORM THIS TYPE OF WORK.

SPRING CLEANUP

PLANT BEDS SHALL RECEIVE A GENERAL CLEANUP BEFORE FERTILIZING AND MULCHING. CLEANUP INCLUDES REMOVING DEBRIS AND TRASH FROM BEDS AND CUTTING BACK HERBACEOUS PERENNIALS LEFT STANDING THROUGH WINTER, E.G. ORNAMENTAL GRASSES, SEDUM AUTUMN JOY.

FERTILIZING

FOR TREES, THE RATE OF FERTILIZATION DEPENDS ON THE TREE SPECIES, TREE VIGOR, AREA AVAILABLE FOR FERTILIZATION, AND GROWTH STAGE OF THE TREE. MATURE SPECIMENS BENEFIT FROM FERTILIZATION EVERY 3 TO 4 YEARS; YOUNGER TREES SHALL BE FERTILIZED MORE OFTEN DURING RAPID GROWTH STAGES.

THE CURRENT RECOMMENDATION IS BASED ON THE RATE OF 1000 SQUARE FEET OF AREA UNDER THE TREE TO BE FERTILIZED. FOR DECIDUOUS TREES, 2 TO 6 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR
NARROW-LEAF EVERGREENS, 1 TO 4 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR BROADLEAF EVERGREENS, 1 TO 3 POUNDS OF NITROGEN PER 1000 SQUARE FEET.

SHRUBS AND GROUNDCOVER SHALL BE TOP-DRESSED WITH COMPOST 1" DEEP OR FERTILIZED ONCE IN MARCH WITH 10-6-4 ANALYSIS FERTILIZER AT THE RATE OF 3 POUNDS PER 100 SQUARE FEET OF BED AREA.
ERICACEOUS MATERIAL SHALL BE FERTILIZED WITH AN ERICACEOUS FERTILIZER AT THE MANUFACTURER'S RECOMMENDATION RATE. IF PLANTS ARE GROWING POORLY, A SOIL SAMPLE SHOULD BE TAKEN.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

ANNUALLY, ALL TREE AND SHRUB BEDS WILL BE PREPARED AND MULCHED, TO A MINIMUM DEPTH OF 3" WITH QUALITY MULCH TO MATCH EXISTING. BED PREPARATION SHALL INCLUDE REMOVING ALL WEEDS, CLEANING UP SAID BED, EDGING AND CULTIVATING DECAYED MULCH INTO THE SOIL. DEBRIS FROM EDGING IS TO BE REMOVED FROM BEDS WHERE APPLICABLE. IF DEEMED NECESSARY, A PRE-EMERGENT HERBICIDE MAY BE APPLIED TO THE SOIL TO INHIBIT THE GROWTH OF FUTURE WEEDS.

ORGANICALLY MAINTAINED GARDENS SHALL NOT RECEIVE ANY PRE-EMERGENT HERBICIDES. MULCH IN EXCESS OF 4" WILL BE REMOVED FROM THE BED AREAS. SPECIAL CARE SHALL BE TAKEN IN THE MULCHING OPERATION NOT TO OVER-MULCH OR COVER THE BASE OF TREES AND SHRUBS. THIS CAN BE DETRIMENTAL TO THE HEALTH OF THE PLANTS.

WEEDING

ALL BEDS SHALL BE WEEDED ON A CONTINUOUS BASIS THROUGHOUT THE GROWING SEASON TO MAINTAIN A NEAT APPEARANCE AT ALL TIMES.

PRE-EMERGENT (SOIL-APPLIED) AND POST-EMERGENT (FOLIAR-APPLIED) HERBICIDES SHALL BE USED WHERE AND WHEN APPLICABLE AND IN ACCORDANCE WITH THE PRODUCT'S LABEL.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

THE MAINTENANCE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING THE LANDSCAPE SITE ON A REGULAR BASIS. THE MONITORING FREQUENCY SHALL BE MONTHLY EXCEPT FOR GROWING SEASON, WHICH WILL BE EVERY OTHER WEEK. TRAINED PERSONNEL SHALL MONITOR FOR PLANT DAMAGING INSECT ACTIVITY, PLANT PATHOGENIC DISEASES AND POTENTIAL CULTURAL PROBLEMS IN THE LANDSCAPE. THE PEST OR CULTURAL PROBLEM WILL BE IDENTIFIED UNDER THE SUPERVISION OF THE CONTRACTOR.

FOR PLANT DAMAGING INSECTS AND MITES IDENTIFIED IN THE LANDSCAPE, THE CONTRACTOR SHALL CONSULT AND FOLLOW THE RECOMMENDATIONS OF THE MOST CURRENT EDITION OF THE STATE COOPERATIVE SERVICE PUBLICATION ON INSECT CONTROL ON LANDSCAPE PLANT MATERIAL.

PLANT PATHOGENIC DISEASE PROBLEMS IDENTIFIED BY THE CONTRACTOR THAT CAN BE RESOLVED BY PRUNING OR PHYSICAL REMOVAL OF DAMAGED PLANT PARTS WILL BE PERFORMED AS PART OF THE CONTRACT. FOR AN ADDITIONAL CHARGE, PLANT PATHOGENIC DISEASES THAT CAN BE RESOLVED THROUGH PROPERLY TIMED APPLICATIONS OF FUNGICIDES SHALL BE MADE WHEN THE OWNER AUTHORIZES IT.

IF THE CONTRACTOR NOTES AN ESPECIALLY INSECT-OR DISEASE-PRONE PLANT SPECIES IN THE LANDSCAPE, HE/SHE WILL SUGGEST REPLACEMENT WITH A MORE PEST-RESISTANT CULTIVAR OR SPECIES THAT IS CONSISTENT WITH THE INTENT OF THE LANDSCAPE DESIGN.

NOTE: FOR IDENTIFICATION OF PLANT-DAMAGING INSECTS AND MITES, A REFERENCE TEXTBOOK THAT CAN BE USED IS INSECTS THAT FEED ON TREES AND SHRUBS BY JOHNSON AND LYON, COMSTOCK PUBLISHING ASSOCIATES. FOR PLAN PATHOGENIC DISEASES, TWO REFERENCES ARE SUGGESTED: SCOUTING AND CONTROLLING WOODY ORNAMENTAL DISEASES IN LANDSCAPES AND NURSERIES, AUTHORIZED BY GARY MOORMAN, PUBLISHED BY PENN STATE COLLEGE OF AGRICULTURAL SCIENCES, AND DISEASES OF TREES AND SHRUBS BY SINCLAIR AND LYON, PUBLISHED BY COMSTOCK PUBLISHING PRESS.

TRASH REMOVAL

THE MAINTENANCE CONTRACTOR SHALL REMOVE TRASH FROM ALL SHRUB AND GROUNDCOVER BEDS WITH EACH VISIT.

LEAF REMOVAL

ALL FALLEN LEAVES SHALL BE REMOVED FROM THE SITE IN NOVEMBER AND ONCE IN DECEMBER. IF REQUESTED BY THE OWNER, THE MAINTENANCE CONTRACTOR, AT AN ADDITIONAL COST TO THE OWNER SHALL PERFORM SUPPLEMENTAL LEAF REMOVALS.

WINTER CLEAN-UP

THE PROJECT SHALL RECEIVE A GENERAL CLEAN-UP ONCE DURING EACH OF THE WINTER MONTHS, I.E., JANUARY, FEBRUARY, AND MARCH.

CLEAN-UP INCLUDES:

- CLEANING CURBS AND PARKING AREAS
- REMOVING ALL TRASH AND UNWANTED DEBRIS
- TURNING MULCH WHERE NECESSARY
- INSPECTION OF GROUNDS

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

THE INSTALLATION OF PERENNIALS, ANNUALS, AND BULBS, UNLESS SPECIFIED HEREIN, SHALL BE REVIEWED WITH THE OWNER, AND, IF ACCEPTED, INSTALLED AND BILLED TO THE OWNER.

SEASONAL COLOR MAINTENANCE

PERENNIALIZATION OF BULBS:

1. AFTER FLOWERING, CUT OFF SPENT FLOWER HEADS.
2. ALLOW LEAVES OF DAFFODILS AND HYACINTHS TO REMAIN FOR SIX WEEKS AFTER FLOWERS HAVE FADED. CUT OFF AT BASE.
3. ALLOW LEAVES OF OTHER BULBS TO YELLOW NATURALLY AND THEN CUT OFF AT BASE.
4. APPLY FERTILIZER AFTER FLOWERING IN SPRING, POSSIBLY AGAIN IN FALL. APPLY 10-10-10 AT THE RATE OF 2 POUNDS PER 1000 SQUARE FEET OR TOP-DRESS WITH COMPOST 1" DEEP. FALL FERTILIZATION WITH A BULB FERTILIZER OR MULCHING WITH 1" OF COMPOST IS OPTIONAL.

FLOWER ROTATION:

1. BULBS: REMOVE THE ENTIRE PLANT AND BULB AFTER FLOWERS HAVE FADED OR AT THE DIRECTION OF THE OWNER AND INSTALL NEW PLANTS IF INCLUDED IN CONTRACT.
2. SUMMER ANNUALS OR FALL PLANTS:
   A. DEAD HEADING: PINCH AND REMOVE DEAD FLOWERS ON ANNUALS AS NECESSARY.
   B. FERTILIZING SUMMER ANNUALS: FERTILIZE USING ONE OR TWO METHODS: APPLY A SLOW-RELEASE FERTILIZER IN MAY FOLLOWING MANUFACTURER'S RECOMMENDATIONS. A BOOSTER SUCH AS 10-10-10 MAY BE NECESSARY IN LATE SUMMER, OR, APPLY LIQUID FERTILIZATIONS OF 20-20-20 WATER-SOLUBLE FERTILIZERS, NOT TO EXCEED 2 POUNDS OF 20-20-20 PER 100 GALLONS OF WATER, MONTHLY; OR MULCH WITH COMPOST 1" DEEP.
   C. REMOVAL: IF FALL PLANTS ARE TO BE INSTALLED, SUMMER ANNUALS SHALL BE LEFT IN THE GROUND UNTIL THE FIRST KILLING FROST AND THEN REMOVED, UNLESS OTHERWISE DIRECTED BY THE OWNER.

PERENNIALS:

1. AFTER INITIAL INSTALLATION, IF A TIME-RELEASED FERTILIZER HAS BEEN INCORPORATED DURING PLANT INSTALLATION, NO MORE FERTILIZER NEED BE APPLIED THE FIRST GROWING SEASON.
2. THE FOLLOWING YEAR:
   A. FERTILIZE PERENNIALS WITH A SLOW-RELEASE FERTILIZER OR ANY 50% ORGANIC FERTILIZER, OR MULCH PERENNIALS WITH COMPOST 1" DEEP.
   B. CUT ALL DECIDUOUS PERENNIALS FLUSH TO THE GROUND BY MARCH 1, IF THIS WAS NOT DONE THE PREVIOUS FALL, TO ALLOW NEW GROWTH TO DEVELOP FREELY.
   C. MULCH THE PERENNIAL BED ONCE IN EARLY SPRING AT 1"-2" DEPTH. IF SOIL IS BARED IN LATE FALL, RE-MULCH LIGHTLY AFTER GROUND IS FROZEN TO PROTECT PERENNIALS.
   D. INSPECT FOR INSECT OR DISEASE PROBLEMS ON PERENNIALS. MONITOR AND CONTROL SLUGS ON HOSTAS AND LIGULARIAS. POWDERY MILDEW ON PHLOX, MONARDAS, AND ASTERS CAN BE PREVENTED WITH PROPERLY TIMED FUNGICIDES OR USE OF DISEASE-RESISTANT VARIETIES.
   E. WEED PERENNIAL BED AS SPECIFIED IN "WEEDING" ABOVE.
   F. PRUNE BRANCHING SPECIES TO INCREASE DENSITY. CUT ONLY THE FLOWERING STEMS AFTER BLOOMING. DO NOT REMOVE THE FOLIAGE.
3. THE FOLLOWING FALL CUT BACK DETERIORATING PLANT PARTS UNLESS INSTRUCTED TO RETAIN FOR WINTER INTEREST, E.G. SEDUM AUTUMN JOY AND ORNAMENTAL GRASSES.
4. LONG-TERM CARE:
   A. DIVIDE PLANTS THAT OVERCROWD THE SPACE PROVIDED. DIVIDE ACCORDING TO THE SPECIES. SOME NEED FREQUENT DIVIDING, E.G. ASTERS AND YARROW EVERY TWO YEARS; OTHER RARELY, IF EVER, E.G. PEONIES, HOSTAS, AND ASTILBE.
   B. FOR DETAILED INFORMATION REGARDING THE CARE OF SPECIFIC PERENNIALS, REFER TO ALL ABOUT PERENNIALS BY ORTHO; PERENNIALS: HOW TO SELECT, GROW AND ENJOY BY PAMELA HARPER AND FREDERICK MCGOUTY, HP BOOKS PUBLISHER; HERBACEOUS PERENNIAL PLANTS: A TREATISE ON THEIR IDENTIFICATION, CULTURE AND GARDEN ATTRIBUTES BY ALLAN ARMITAGE, STIPES PUB LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

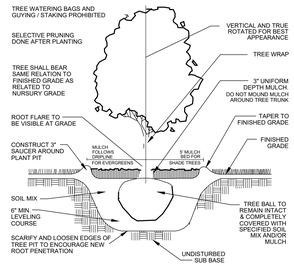
1. SOIL ANALYSIS PERFORMED ANNUALLY TO DETERMINE PH. IF PH DOES NOT FALL WITHIN SPECIFIED RANGE, ADJUST ACCORDING TO SOIL TEST RECOMMENDATIONS.
2. MAINTAIN PROPER FERTILITY AND PH LEVELS OF THE SOIL TO PROVIDE AN ENVIRONMENT CONDUCIVE TO TURF VITALITY FOR TURF GRASSES.
3. MOW TURF ON A REGULAR BASIS AND AS SEASON AND WEATHER DICTATES. REMOVE NO MORE THAN THE TOP 1/3 OF LEAF BLADE. CLIPPINGS ON PAVED AND BED AREAS WILL BE REMOVED.
4. AERATE WARM SEASON TURF AREAS TO MAINTAIN HIGH STANDARDS OF TURF APPEARANCE.
5. APPLY PRE-EMERGENT TO TURF IN TWO APPLICATIONS IN EARLY FEBRUARY AND EARLY APRIL TO EXTEND BARRIER.
6. APPLY POST EMERGENT AS NEEDED TO CONTROL WEEDS.
7. MECHANICALLY EDGE CURBS AND WALKS.
8. APPLY NON-SELECTIVE HERBICIDE, TO MULCHED BED AREAS AND PAVEMENT AND REMOVE EXCESS RUNNERS TO MAINTAIN CLEAN DEFINED BEDS.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

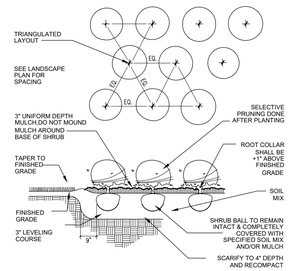
1. PRUNE SHRUBS, TREES AND GROUNDCOVER TO ENCOURAGE HEALTHY GROWTH AND CREATE A NATURAL APPEARANCE.
2. MULCH TO BE APPLIED IN FEBRUARY/MARCH WITH A HALF RATE IN LATE SUMMER TO TOP DRESS.
3. APPLY PRE-EMERGENT HERBICIDES IN FEBRUARY AND APRIL.
4. MANUAL WEED CONTROL TO MAINTAIN CLEAN BED APPEARANCE.
5. APPLY FUNGICIDES AND INSECTICIDES AS NEEDED TO CONTROL INSECTS AND DISEASE.
6. ORNAMENTAL SHRUBS, TREES AND GROUNDCOVERS TO BE FERTILIZED THREE (3) TIMES PER YEAR WITH A BALANCED MATERIAL (JANUARY/FEBRUARY, APRIL/MAY, AND OCTOBER/NOVEMBER)
7. EDGE ALL MULCHED BEDS.
8. REMOVE ALL LITTER AND DEBRIS.

GENERAL MAINTENANCE

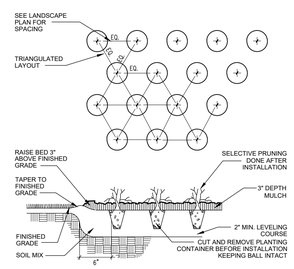
1. REMOVE ALL MAN-MADE DEBRIS, BLOW EDGES.
2. INSPECT GROUNDS ON A MONTHLY BASIS AND SCHEDULE INSPECTION WITH UNIT OPERATOR.



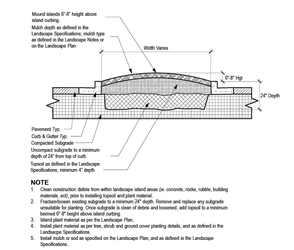
1 L2.0 TREE PLANTING DETAIL
SCALE: NO SCALE



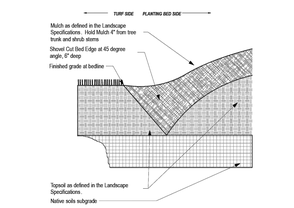
2 L2.0 SHRUB PLANTING DETAIL
SCALE: NO SCALE



3 L2.0 GROUNDCOVER DETAIL
SCALE: NO SCALE



4 L2.0 PARKING ISLAND DETAIL
SCALE: NO SCALE



5 L2.0 SPADED PLANTING BED EDGE DETAIL
SCALE: NO SCALE

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	04-29-25
	PER VILLAGE COMMENTS	KMT	05-27-25

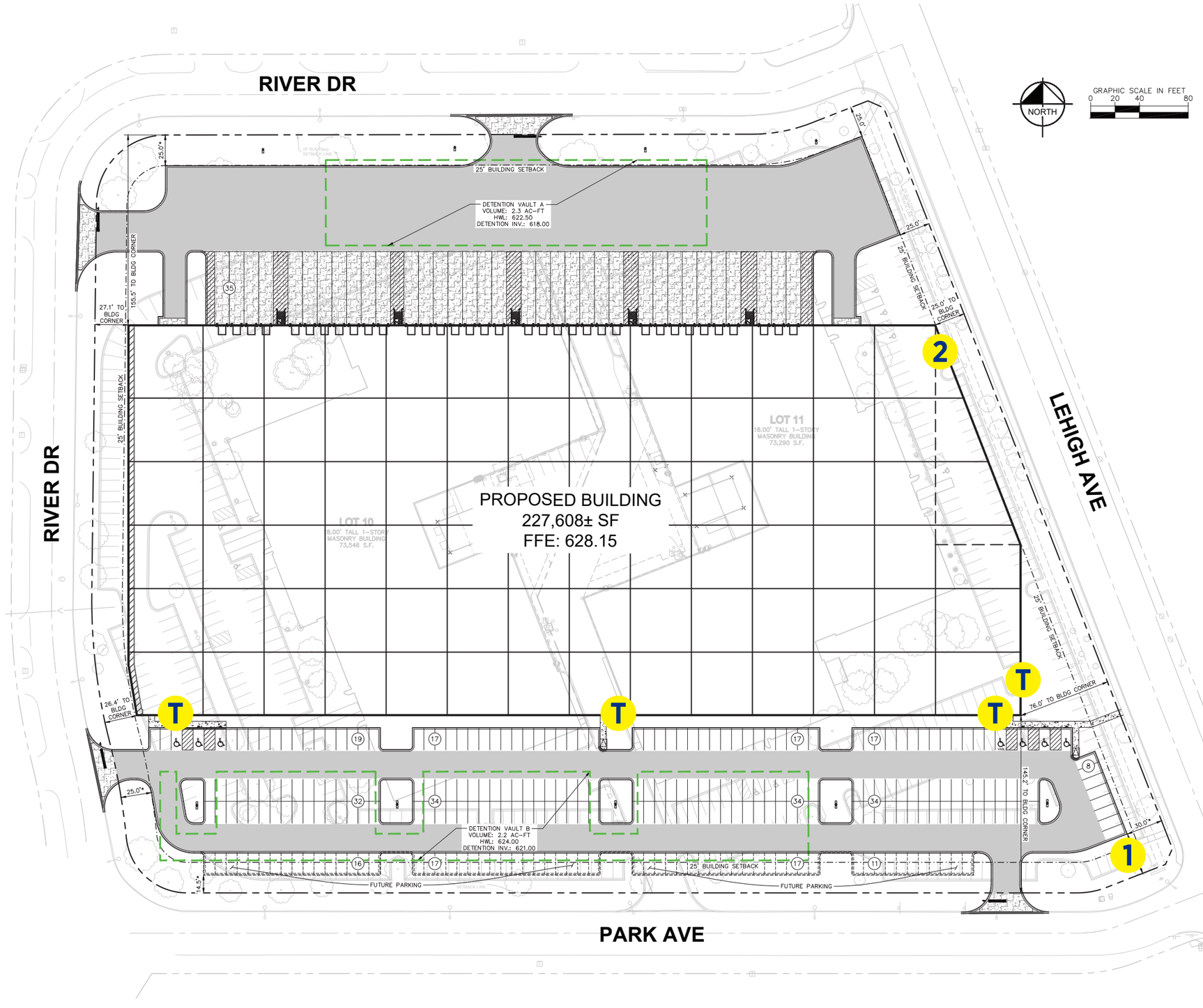
BRIDGE INDUSTRIAL
MORTON GROVE, ILLINOIS

MASTER PLANT LIST
LANDSCAPE INSTALLATION AND MONITORING SPECIFICATIONS
PLANTING DETAILS

date: 04-29-25
drawn: DJW/DSP
checked: KMT

job no. 25080

sheet no. L2.0



Parvin-Clauss
SIGN COMPANY
Design ▪ Fabrication ▪ Installation ▪ Maintenance
165TubewayDrive▪CarolStream▪Illinois60188
Tel/630-510-2020 ▪ Fax/630-510-2074
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www.parvinclauss.com

PROJECT:

BRIDGE

8120 Lehigh Avenue
Morton Grove, IL 60053

CUSTOMER APPROVAL:

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE
Lisa Staszak / MM

DRAWN BY
Bill Marlow

DATE
4.30.25

SCALE
NTS

SHEET NO.
1 of 4

ESTIMATE / JOB NUMBER
17402

FILE NAME
BDP17402

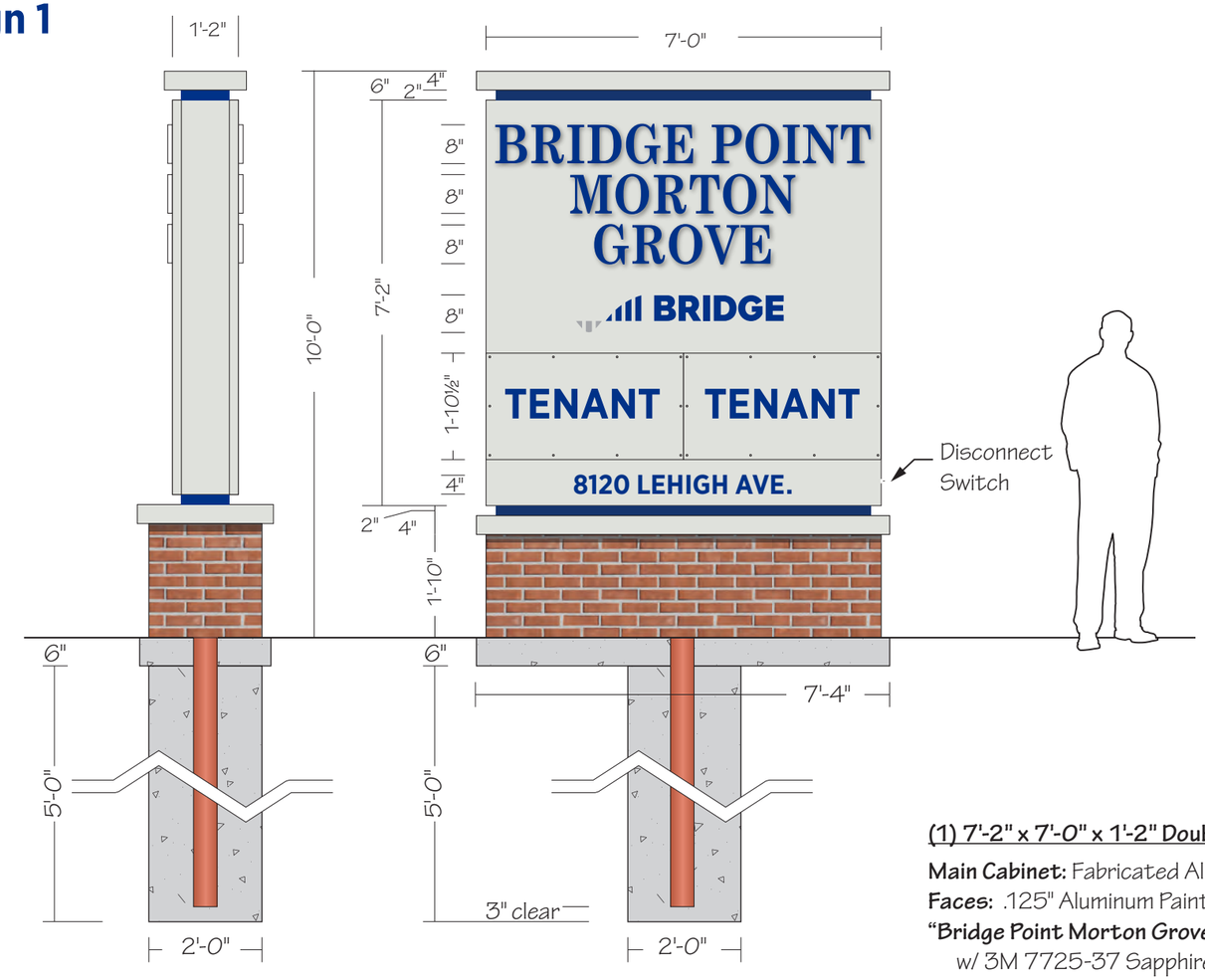
REVISIONS:

1 5.08.25
2
3
4
5
6
7
8

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

Customer is responsible for bringing sufficient power to the location(s) of illuminated signage.

Sign 1



(1) 7'-2" x 7'-0" x 1'-2" Double Face Internally Illuminated Monument Sign (10'-0" x 7'-4" Ovreall) - 50 SF

Main Cabinet: Fabricated Aluminum Painted SW 7070 Site White
Faces: .125" Aluminum Painted SW 7070 Site White
"Bridge Point Morton Grove" Graphics: Routed & Push-thru 1" Clear Acrylic
w/ 3M 7725-37 Sapphire Blue Vinyl Applied to Letter Faces
Bridge Logo Graphics: Routed & Backed w/ White Acrylic
w/ 3M 3630-157 Sultan Blue & 3630-51 Silver Gray Translucent Vinyls Applied
Tenant Panels: 0.125" thk. Alum. Painted SW 7070 Site White
Graphics are Routed & Backed w/ White Acrylic - 3M 3630-157 Sultan Blue Translucent Vinyl
Address Graphics: 3M 7725-37 Sapphire Blue Vinyl Applied
Reveal: 2" Fabricated Aluminum Painted PMS 287 Blue
Base: CMU Block w/ Brick Veneer to Match Building - TBD
Base Cap: Aluminum Painted SW 7063 Nebulous White
Illumination: White LEDs w/ 60 Watt Power Supplies
Power: Use Existing Electrical Circuit Run to Site by Others
Mounting: (1) 5" (5½" O. D.) Sch. 40 Steel Pipe set in a 2'-0" Diameter x 5'-6" Deep
Concrete Pier Foundation
- 7'-8" L x 2'-4" W x 6" D Reinforced Concrete Pad for Masonry

Parvin-Clauss
SIGN COMPANY
Design ▪ Fabrication ▪ Installation ▪ Maintenance
165TubewayDrive▪CarolStream▪Illinois60188
Tel/630-510-2020 ▪ Fax/630-510-2074
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DRAWN BY
Bill Marlow

DATE
4.30.25

SCALE
3/8" = 1'

SHEET NO.
2 of 4

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REVISIONS:

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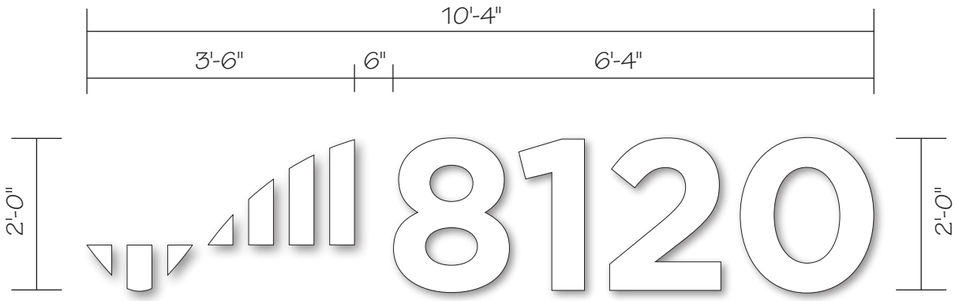
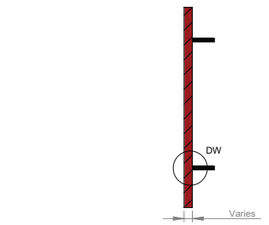
Sign 2

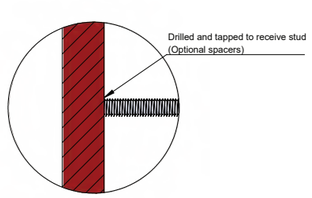


(1) set of 2'-0" x 1" thick FCO acrylic logo and address numerals

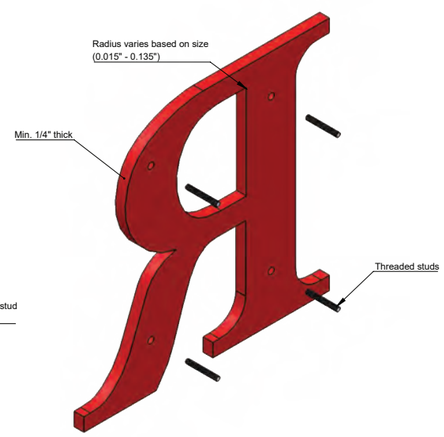
Logo: 1" thick FCO acrylic painted WHITE, satin smooth finish
Address: 1" thick FCO acrylic painted WHITE, satin smooth finish
Mounting: flush stud-mount on exterior wall



SECTION A-A II SCALE 1:5



DETAIL DW II SCALE 1:1



ISOMETRIC BACK VIEW II SCALE 1:3

CUT ACRYLIC - FLUSH STUD MOUNT

3 EAST ELEVATION
SCALE: 1" = 32'-0"

Parvin-Clauss
SIGN COMPANY
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1/2" = 1'

SHEET NO.
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Tenant Signs

(3) sets of 40 SF Tenant Wall Graphics

Logo: As simple as FCO acrylic or as Complex as internally illuminated channel construction
Letters: As simple as FCO acrylic or as complex as internally illuminated channel construction
Mounting: flush to exterior wall w/ appropriate anchors

2 SOUTH ELEVATION

(1) set of 32 SF Tenant Wall Graphics

Logo: As simple as FCO acrylic or as Complex as internally illuminated channel construction
Letters: As simple as FCO acrylic or as complex as internally illuminated channel construction
Mounting: flush to exterior wall w/ appropriate anchors

3.1 ENLARGED EAST ELEVATION
SCALE: 1" = 8'-0"

Parvin-Clauss
SIGN COMPANY
Design ▪ Fabrication ▪ Installation ▪ Maintenance
165 Tubeway Drive ▪ Carol Stream ▪ Illinois 60188
Tel/630-510-2020 ▪ Fax/630-510-2074
e-mail/signs@parvinclauss.com
www.parvinclauss.com

PROJECT:

BRIDGE

8120 Lehigh Avenue
Morton Grove, IL 60053

CUSTOMER APPROVAL:

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE Lisa Staszak / MM
DRAWN BY Bill Marlow
DATE 4.30.25
SCALE NTS
SHEET NO. 4 of 4
ESTIMATE / JOB NUMBER 17402
FILE NAME BDP17402

REVISIONS:

1 5.08.25
2
3
4
5
6
7
8

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

Customer is responsible for bringing sufficient power to the location(s) of illuminated signage.

Call Before You Dig
JULIE
1-800-892-0123

PRELIMINARY ENGINEERING PLANS

BRIDGE INDUSTRIAL MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF MORTON GROVE
DEPARTMENT OF PUBLIC WORKS
6101 CAPULINA AVENUE
MORTON GROVE, IL 60053
TEL: (847) 470-5235
CONTACT: CHRIS TOMICH

SANITARY SEWER SERVICE
VILLAGE OF MORTON GROVE
DEPARTMENT OF PUBLIC WORKS
6101 CAPULINA AVENUE
MORTON GROVE, IL 60053
TEL: (847) 470-5235
CONTACT: MIKE LUKICH

STORM SEWER SERVICE
VILLAGE OF MORTON GROVE
DEPARTMENT OF PUBLIC WORKS
6101 CAPULINA AVENUE
MORTON GROVE, IL 60053
TEL: (847) 470-5235
CONTACT: MIKE LUKICH

WATER SERVICE
VILLAGE OF MORTON GROVE
DEPARTMENT OF PUBLIC WORKS
6101 CAPULINA AVENUE
MORTON GROVE, IL 60053
TEL: (847) 470-5235
CONTACT: MIKE LUKICH

ROADWAY AUTHORITY
VILLAGE OF MORTON GROVE
DEPARTMENT OF PUBLIC WORKS
6101 CAPULINA AVENUE
MORTON GROVE, IL 60053
TEL: (847) 470-5235
CONTACT: MIKE LUKICH

POWER COMPANY
TBD

NATURAL GAS COMPANY
TBD

TELEPHONE
TBD

PROJECT TEAM

DEVELOPER
BRIDGE INDUSTRIAL
9525 W. BRYN MAWR AVENUE, SUITE 700
ROSEMONT, IL 60018
TEL: (630) 423-7478
CONTACT: DOUG KLEIN

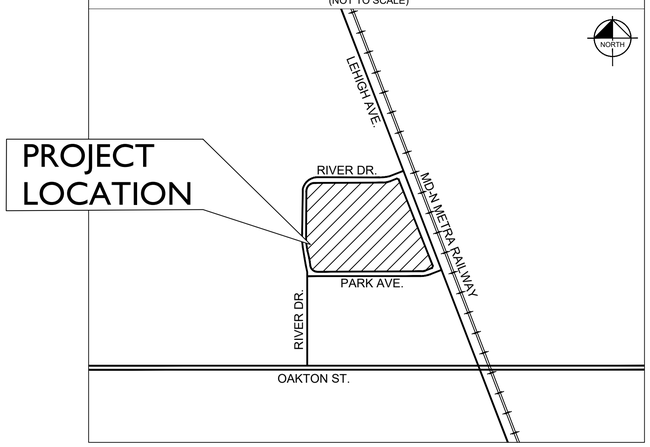
GEOTECH
TESTING SERVICE CORPORATION (TSC)
360 S. MAIN PLACE
CAROL STREAM, IL 60188
TEL: (630) 432-2600
CONTACT: SAMUEL J. PATRICK, P.E.

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (331) 481-7330
CONTACT: TOM J. SZAFRANSKI, P.E.
EMAIL: TOM.SZAFRANSKI@KIMLEY-HORN.COM

LANDSCAPE ARCHITECT
KATHRYN TALTY LANDSCAPE ARCHITECTURE, INC.
1926 WAUKEGAN ROAD
GLENVIEW, IL 60025
TEL: (847) 612-5154
CONTACT: KATHRYN MAXWELL TALTY, PLA, ASLA
EMAIL: KATHRYN@KTLANDARCH.COM

SURVEYOR
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
CONTACT: BRADLEY A. STROHL, PLS
EMAIL: BRAD.STROHL@KIMLEY-HORN.COM

LOCATION MAP
(NOT TO SCALE)



BENCHMARKS

REFER TO V0.0 AND V0.1 FOR BENCHMARKS LISTED BY LICENSED LAND SURVEYOR

LEGAL DESCRIPTION

REFER TO V0.0 AND V0.1 FOR ALTA LAND TITLE AND TOPOGRAPHIC SURVEY LEGAL DESCRIPTION.

Sheet List Table

PROFESSIONAL ENGINEER'S CERTIFICATION

I, TOM J. SZAFRANSKI, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF BRIDGE INDUSTRIAL BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 5TH DAY OF MAY , A.D., 2025.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-070698
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2025
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

Date of Expiration: 11-30-25

No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

BRIDGE INDUSTRIAL MORTON GROVE

COVER SHEET

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C0.0

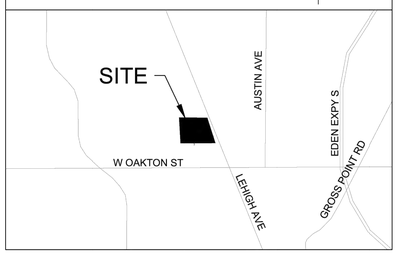
PIN: 10-20-303-001
10-20-303-002

ALTA/NSPS LAND TITLE SURVEY

OF 8130 LEIGH AVENUE AND 8145 RIVER DRIVE
MORTON GROVE, ILLINOIS

VICINITY MAP

N.T.S.



HATCH LEGEND

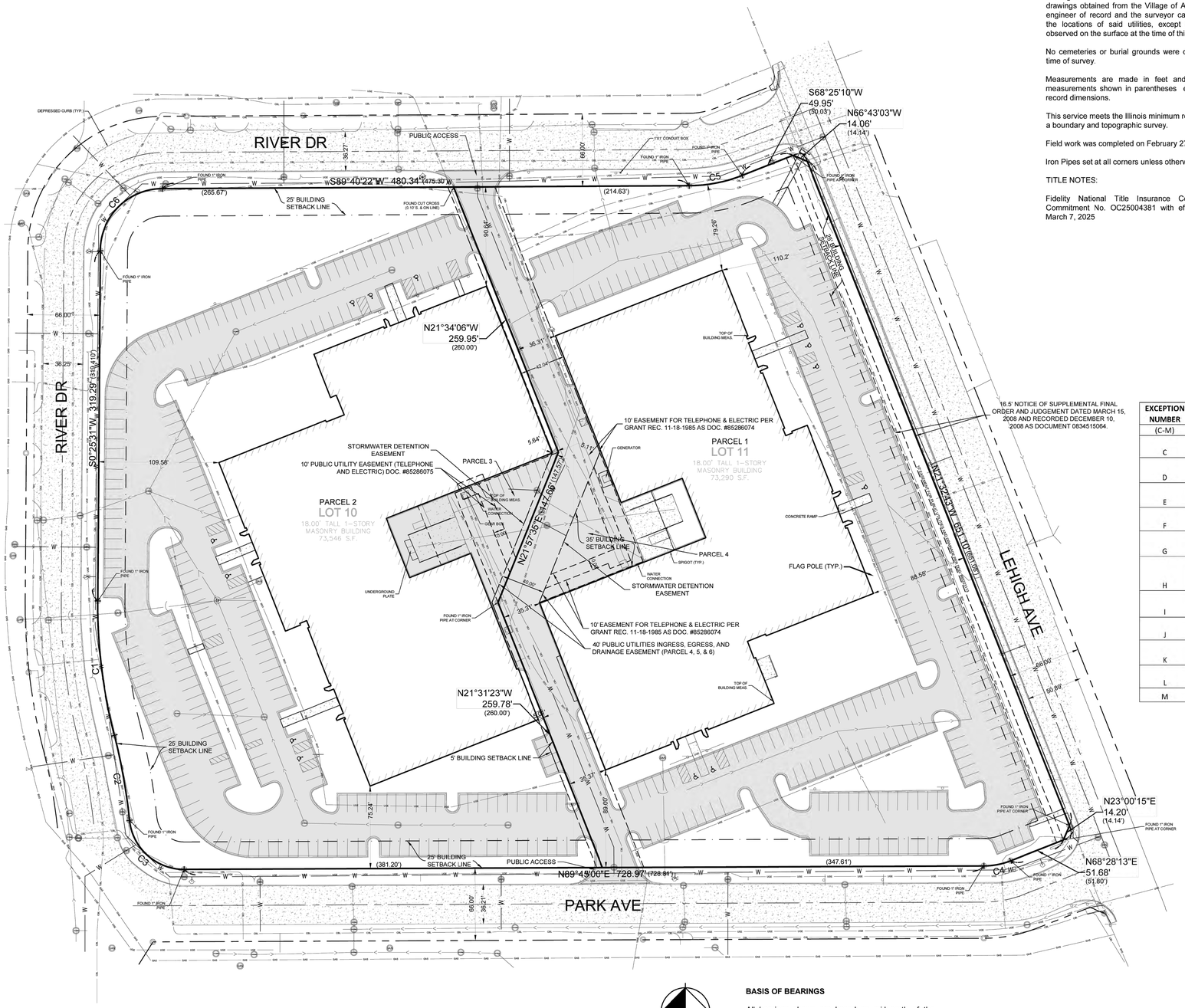
	BUILDING OUTLINE AREA
	CONCRETE AREA
	ASPHALT PAVEMENT AREA

LINE TYPE LEGEND

	SANITARY SEWER LINE
	STORM SEWER LINE
	OVERHEAD UTILITY LINE
	UNDERGROUND ELECTRIC LINE
	WATER LINE
	GAS LINE
	COMM. LINE

LEGEND

	UTILITY POLE W/ LIGHT		FIBER OPTIC HAND HOLE
	WATER VALVE		TELECOM. PEDESTAL
	STORM CULVERT		GAS UTILITY MARKER
	FOUND IRON ROD		LIGHT POLE
	GUY WIRE ANCHOR		FIRE HYDRANT
	SIGN POST		CABLE TV PEDESTAL
	WATER UTILITY MARKER		FOUND RAIL ROAD SPIKE
	SURVEY BENCHMARK		FOUND IRON PIPE
	UTILITY POLE		TREE (DECIDUOUS)
	TELECOM MANHOLE		



CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	15°11'44"	467.00'	123.85'	S07°10'21"E	123.49'
C2	8°28'25"	533.00'	78.83'	S10°04'33"E	78.75'
C3	84°09'03"	50.00'	73.44'	S48°10'28"E	67.01'
C4	21°16'47"	67.00'	24.88'	N79°06'37"E	24.74'
C5	21°15'12"	133.00'	49.33'	S79°02'46"W	49.05'
C6	89°14'51"	57.00'	88.79'	S45°02'57"W	80.08'

SURVEY PREPARED FOR:

BRIDGE INDUSTRIAL
444 W. LAKE STREET SUITE 3125, CHICAGO IL, 60606

SITE AREA:

ACREAGE: 10.97 AC.
SF.: 477,960 SF.

PARKING SPACES: 440 SPACES (15 HANDICAP)

FLOOD STATEMENT:

According to Federal Emergency Management Agency's Flood Insurance Rate Map No. 17031C0243J, for Cook County, Illinois and incorporated areas, dated August 19, 2008 this property is located within

Zone X (unshaded) defined as "Areas determined to be outside the 0.2% annual chance floodplain"

If this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

REFERENCE DATUM

NORTH AMERICAN VERTICAL DATUM 1988

BENCHMARK #1 ELEVATION = 626.70'

NORTHWEST BOLT ON FIRE HYDRANT ON NORTHEAST SIDE OF INTERSECTION OF RIVER DRIVE AND PARK AVENUE.

BENCHMARK #4 ELEVATION = 627.23'

SOUTHWEST TAG BOLT OF FIRE HYDRANT ON SOUTHWEST SIDE OF RIVER DRIVE AND LEHIGH AVENUE INTERSECTION.

SURVEY NOTES:

The surveyed property does not appear to be in use as a dump, sump or sanitary landfill.

No visible evidence of current earth moving work, building construction or building additions were observed at the time of survey.

There are no known proposed changes in street right-of-way lines.

Underground utilities shown hereon are from record drawings obtained from the Village of Addison and the engineer of record and the surveyor cannot guarantee the locations of said utilities, except those that are observed on the surface at the time of this survey.

No cemeteries or burial grounds were observed at the time of survey.

Measurements are made in feet and decimal feet, measurements shown in parentheses ex.(100.00') are record dimensions.

This service meets the Illinois minimum requirements for a boundary and topographic survey.

Field work was completed on February 27, 2025.

Iron Pipes set at all corners unless otherwise denoted.

TITLE NOTES:

Fidelity National Title Insurance Company, LLC/ Commitment No. OC25004381 with effective date of March 7, 2025

PARCEL 1:
LOT 11 IN NORTH GROVE CORPORATE PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 10 IN NORTH GROVE CORPORATE PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
EASEMENT FOR STORM WATER DETENTION CREATED BY NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 ON AND OVER A PORTION OF LOT 10 IN NORTH GROVE CORPORATE PARK, AFORESAID.

PARCEL 4:
EASEMENT FOR PUBLIC UTILITIES, DRAINAGE AND STORM WATER DETENTION CREATED BY NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 ON AND OVER A PORTION OF LOT 11 IN NORTH GROVE CORPORATE PARK, AFORESAID.

PARCEL 5:
PERPETUAL, NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 OVER THE EAST 5 FEET OF LOT 10 IN NORTH GROVE CORPORATE PARK SUBDIVISION, AFORESAID, FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE PUBLIC ROADWAY COMMONLY KNOWN AS PARK AVENUE AND RIVER DRIVE AS CREATED IN THE PROTECTIVE COVENANTS APPENDED TO THE PLAT OF NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 IN COOK COUNTY, ILLINOIS.

PARCEL 6:
PERPETUAL, NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 OVER THE WEST 35 FEET OF LOT 11 IN NORTH GROVE CORPORATE PARK SUBDIVISION, AFORESAID, FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE PUBLIC ROADWAY COMMONLY KNOWN AS PARK AVENUE AND RIVER DRIVE AS CREATED IN THE PROTECTIVE COVENANTS APPENDED TO THE PLAT OF NORTH GROVE CORPORATE PARK SUBDIVISION RECORDED OCTOBER 7, 1985 AS DOCUMENT 85223113 IN COOK COUNTY, ILLINOIS.

16.5' NOTICE OF SUPPLEMENTAL FINAL ORDER AND JUDGEMENT DATED MARCH 15, 2008 AND RECORDED DECEMBER 10, 2008 AS DOCUMENT 0834515064.

EXCEPTION NUMBER	DOCUMENT NUMBER	DESCRIPTION	PLOTTABLE	NOTATION
(C-M)	N/A	General Exceptions, Taxes, etc.	No	No Comment
C	N/A	Subject to Dempster Drainage District Case No. 39404	No	Blanket in Nature
D	85223113	Subject to building lines per North Grove Corp. Park Plat	Yes	As Shown
E	85223113	Subject to Stormwater Detention Easement per North Grove Corp. Park Plat	Yes	As Shown
F	85223113	Subject to Utility and Drainage Easement per North Grove Corp. Park Plat	Yes	As Shown
G	85223113	Subject to Drainage Easement per North Grove Corp. Park Plat	Yes	As Shown
H	85223113	Subject to Utility and Drainage Easement and Ingress and Egress Easement per North Grove Corp. Park Plat	Yes	As Shown
I	85223113	Subject to Easement Provisions per North Grove Corp. Park Plat	Yes	As Shown
J	85223113	Subject to Protective Covenants per North Grove Corp. Park Plat	No	Blanket in Nature
K	85286075	Subject to CommonWealth Edison and I.B.T. Utility Easement	Yes	As Shown
L	85286074	Subject to CommonWealth Edison and I.B.T. Utility Easement	Yes	As Shown
M	834515064	Subject to Notice of Supplemental Order	Yes	As Shown

SURVEYORS CERTIFICATION:

To: Fidelity National Title Insuance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,2,3,4,6(b),7(a)(b1)(c),8,9,11(b),16,17, and 19 of Table A thereof. The field work was completed on February 27, 2025.

FOR REVIEW ONLY

Bradley A. Strohl Dated: March 14, 202
Professional Land Surveyor No. 3686
My License Expires 11/30/26
Kimley-Horn and Associates, Inc.
4201 Winfield Road, Suite 600
Warrenville, IL 60555
Ph. 331-209-0476
brad.strohl@kimley-horn.com

BASIS OF BEARINGS

All bearings shown are based on grid north of the Illinois Coordinate System of 1983, East Zone (1201), North American Datum of 1983.

NORTH

GRAPHIC SCALE IN FEET
50 0 25 50 100
1" =50' @ 24X36

No.	DATE	REVISION DESCRIPTION
1		.

Kimley»Horn
4201 Winfield Road Suite 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
Fax No. (630) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 50'	JI	MGJ	03/26/25	268915000	V0.0

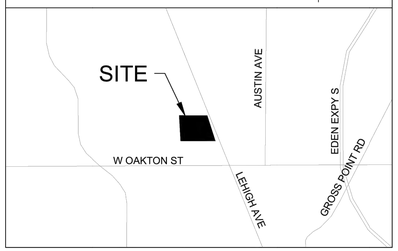
DWG NAME: K:\CHS_LDEV\268915000_BRIDGE - MORTON GROVE\2 DESIGN\CAD\REFERENCES\SURVEY\268915000_OSURVEY.DWG PLOTTED BY INFANTE, JESSE 3/26/2025 10:13 AM LAST SAVED 3/26/2025 9:50 AM

TOPOGRAPHIC SURVEY

OF 8130 LEIGH AVENUE AND 8145 RIVER DRIVE
MORTON GROVE, ILLINOIS

VICINITY MAP

N.T.S.



HATCH LEGEND

	BUILDING OUTLINE AREA
	CONCRETE AREA
	ASPHALT PAVEMENT AREA

LINE TYPE LEGEND

	SANITARY SEWER LINE
	STORM SEWER LINE
	OVERHEAD UTILITY LINE
	UNDERGROUND ELECTRIC LINE
	WATER LINE
	GAS LINE
	COMM. LINE

LEGEND

	UTILITY POLE W/ LIGHT		FIBER OPTIC HAND HOLE
	WATER VALVE		TELECOM. PEDESTAL
	STORM CULVERT		GAS UTILITY MARKER
	FOUND IRON ROD		LIGHT POLE
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	SIGN POST		CABLE TV PEDESTAL
	WATER UTILITY MARKER		FOUND RAIL ROAD SPIKE
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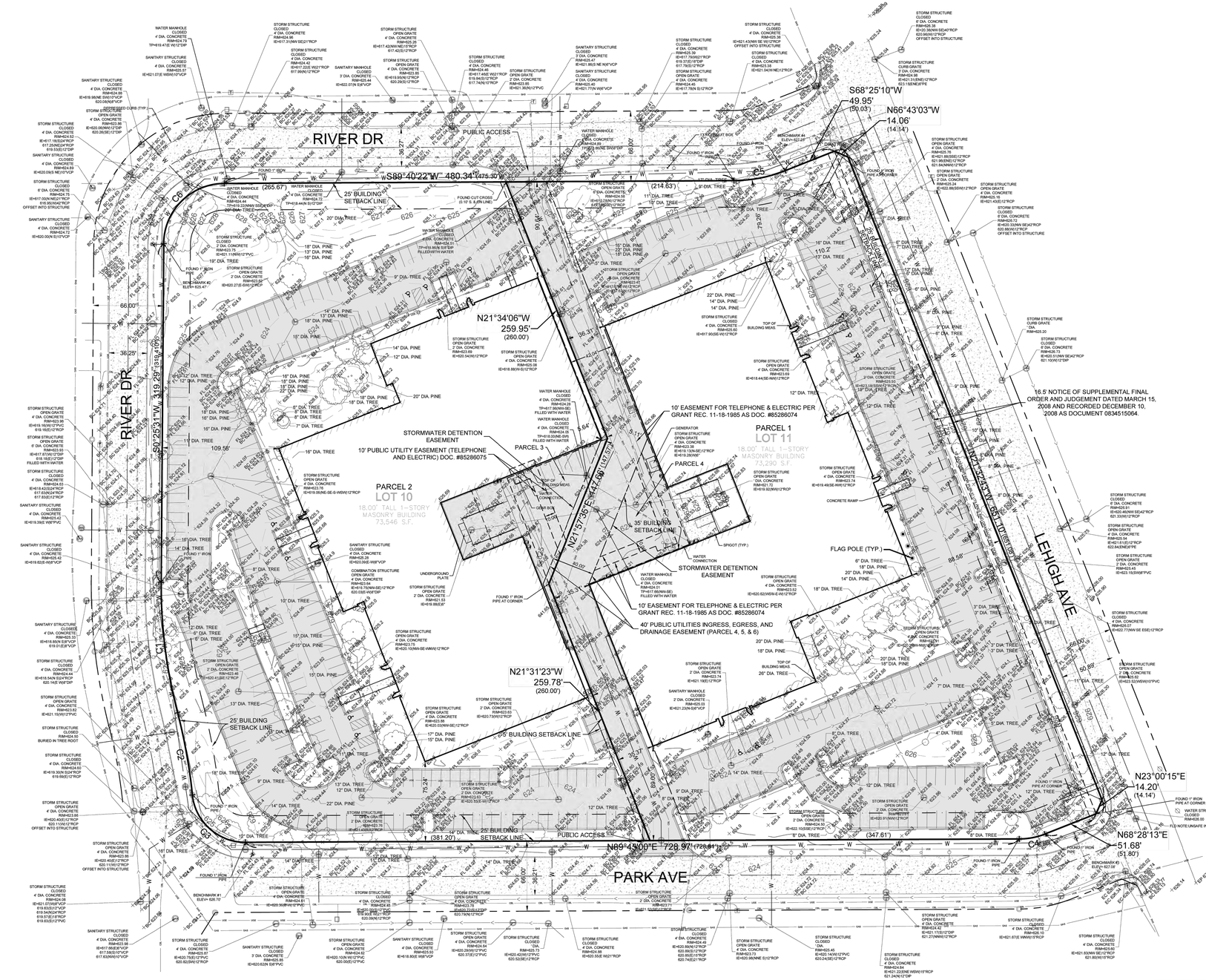

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No.	DATE	REVISION DESCRIPTION
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SURVEY NOTES:

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CURVE TABLE					
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C6	89°14'51"	57.00'	88.79'	S45°02'57"W	80.08'

SURVEYORS CERTIFICATION:

To:

I hereby certify that this survey and the plat shown hereon meet the Illinois Minimum Standards for a Limited Topographic Survey/Boundary Survey.

Brad S. Strohl — Date
Professional Land Surveyor No. 3686
Kimley-Horn and Associates, Inc.
4201 Winfield Road, Suite 600
Warrenville, IL 60555
Ph. 331-207-4823
Brad.Strohl@kimley-horn.com

Kimley»Horn
4201 Winfield Road Suite 600
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DESIGN FIRM # 184002012-0006
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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
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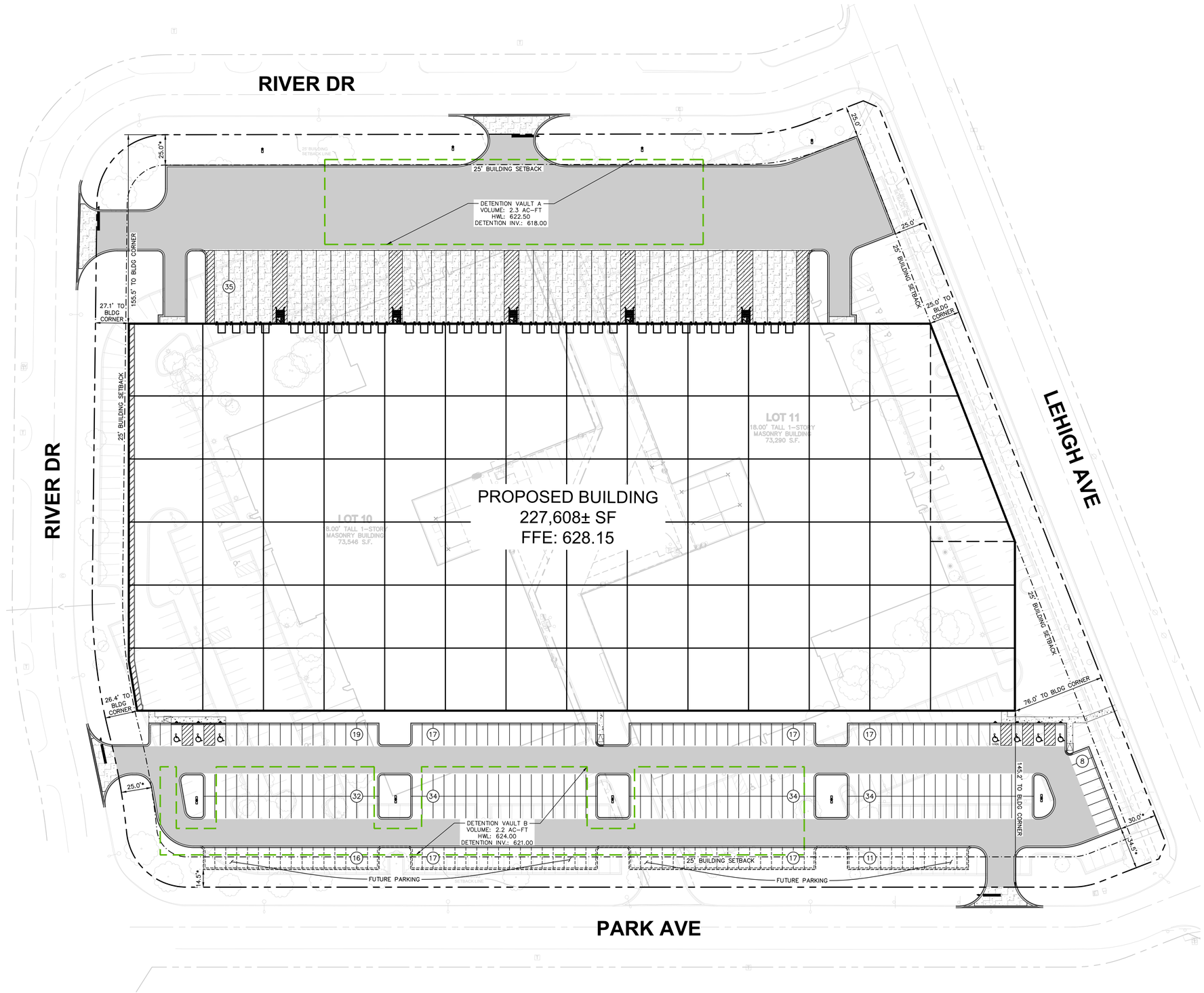

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- PROPERTY LINE
- BUILDING SETBACK

SITE SUMMARY

LOT AREA	477,960 SF 10.97 ACRES	
GROSS/NET PROJECT AREA	465,656 SF 10.69 ACRES	
PERVIOUS AREA	84,754 SF 1.94 ACRES	17.7%
IMPERVIOUS AREA	393,209 SF 9.03 ACRES	82.3%

	REQUIRED	PROVIDED
NORTH BUILDING SETBACK	25 FT	155.5 FT
SOUTH BUILDING SETBACK	25 FT	145.2 FT
WEST BUILDING SETBACK	25 FT	26.4 FT
EAST BUILDING SETBACK	25 FT	25 FT
NORTH PARKING SETBACK	25 FT	25 FT*
SOUTH PARKING SETBACK	25 FT	14.5 FT*
WEST PARKING SETBACK	25 FT	25 FT*
EAST PARKING SETBACK	25 FT	25 FT*
FLOOR AREA RATIO (MAXIMUM)	1.8	0.48
LANDSCAPED OPEN SPACE (MINIMUM)	15%	17.7%
STANDARD AUTO PARKING SPACES	–	205
FUTURE STANDARD AUTO PARKING SPACES	–	61
ACCESSIBLE PARKING SPACES	7	7
FUTURE ACCESSIBLE PARKING SPACES	0	0
TOTAL AUTO PARKING SPACES	228**	212
FUTURE TOTAL AUTO PARKING SPACES	228**	273
TOTAL TRUCK DOCK SPACES	–	35

* DIMENSIONS REFER TO BACK OF CURB

** ±227,608 SF / 1000 = 228

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, ILLINOIS 60555
PHONE: 630-487-9500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

BRIDGE INDUSTRIAL MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

OVERALL SITE PLAN

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C4.0

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP.
2. DEPRESSED CURB AND GUTTER
3. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
4. CONCRETE SIDEWALK, TYP.
5. ACCESSIBLE RAMP
6. ACCESSIBLE PAVEMENT MARKINGS, TYP.
7. ACCESSIBLE PARKING SIGN, TYP.
8. 4" WIDE PAINTED SOLID LINE, TYP.
9. 24" WIDE STOP BAR, TYP.
10. 4" SOLID WHITE PAINT STRIPING AT 45° 2' O.C.
11. STOP SIGN, TYP.
12. ELEVATED PLATFORM WITH STAIRS (SEE ARCHITECTURAL PLANS FOR DETAILS)
13. BOLLARD, TYP.
14. LIGHT POLE (SEE SHEETS E1.0-E1.3 FOR DETAILS)

PAVING AND CURB LEGEND

- CONCRETE SIDEWALK
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- PROPERTY LINE
- BUILDING SETBACK

GENERAL NOTES

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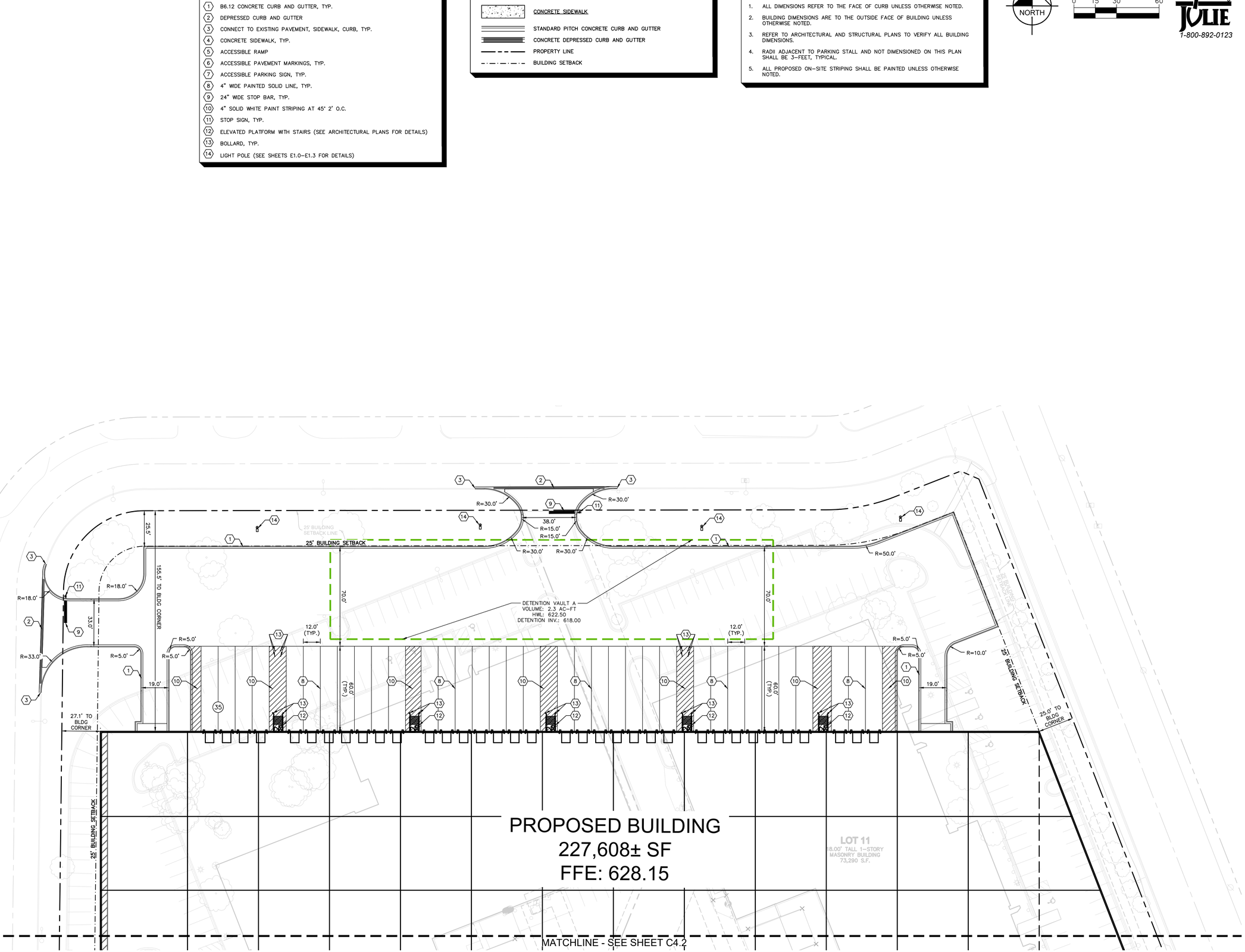
NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Call Before You Dig
JULIE
1-800-892-0123



No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
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PHONE: 630-487-6500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

SITE PLAN (NORTH)

BRIDGE INDUSTRIAL
MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C4.1

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP.
2. DEPRESSED CURB AND GUTTER
3. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
4. CONCRETE SIDEWALK, TYP.
5. ACCESSIBLE RAMP
6. ACCESSIBLE PAVEMENT MARKINGS, TYP.
7. ACCESSIBLE PARKING SIGN, TYP.
8. 4" WIDE PAINTED SOLID LINE, TYP.
9. 24" WIDE STOP BAR, TYP.
10. 4" SOLID WHITE PAINT STRIPING AT 45° 2' O.C.
11. STOP SIGN, TYP.
12. ELEVATED PLATFORM WITH STAIRS (SEE ARCHITECTURAL PLANS FOR DETAILS)
13. BOLLARD, TYP.
14. LIGHT POLE (SEE SHEETS E1.0–E1.3 FOR DETAILS)

PAVING AND CURB LEGEND

- CONCRETE SIDEWALK
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- PROPERTY LINE
- BUILDING SETBACK

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Call Before You Dig
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BRIDGE

SITE PLAN (SOUTH)

BRIDGE INDUSTRIAL
MORTON GROVE
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C4.2

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
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(CONTRACTOR TO VERIFY ALL MATCH EXISTING SPOT GRADE ELEVATIONS AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.)

600	PROPOSED CONTOUR
600	EXISTING CONTOUR
RIDGE	RIDGE LINE
X.XX%	SLOPE AND FLOW DIRECTION
	PROPOSED SWALE

UTILITY LEGEND

	PROPOSED STORM SEWER LINE
	PROPOSED STORM STRUCTURES
	PROPOSED SANITARY SEWER LINE
	PROPOSED SANITARY MANHOLE
W W	PROPOSED WATER LINE
	PROPOSED VALVE VAULT
	PROPOSED FIRE HYDRANT
	PROPOSED LIGHT POLE

STORMWATER SUMMARY

TOTAL DEVELOPMENT AREA	10.69 AC
DETENTION REQUIRED SUMMARY	
DETENTION REQUIRED	4.5 AC-FT
DETENTION PROVIDED SUMMARY	
DETENTION VOLUME PROVIDED (VAULT A)	2.3 AC-FT
DETENTION VOLUME PROVIDED (VAULT B)	2.2 AC-FT
TOTAL VOLUME PROVIDED	4.5 AC-FT

NOTE:

CALCULATIONS ARE BASED ON PRELIMINARY DATA. VOLUMES ARE SUBJECT TO CHANGE IF THE SITE PLAN CHANGES. ADDITIONAL MODELING WILL BE COMPLETED TO VERIFY THESE CALCULATIONS.

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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Call Before You Dig
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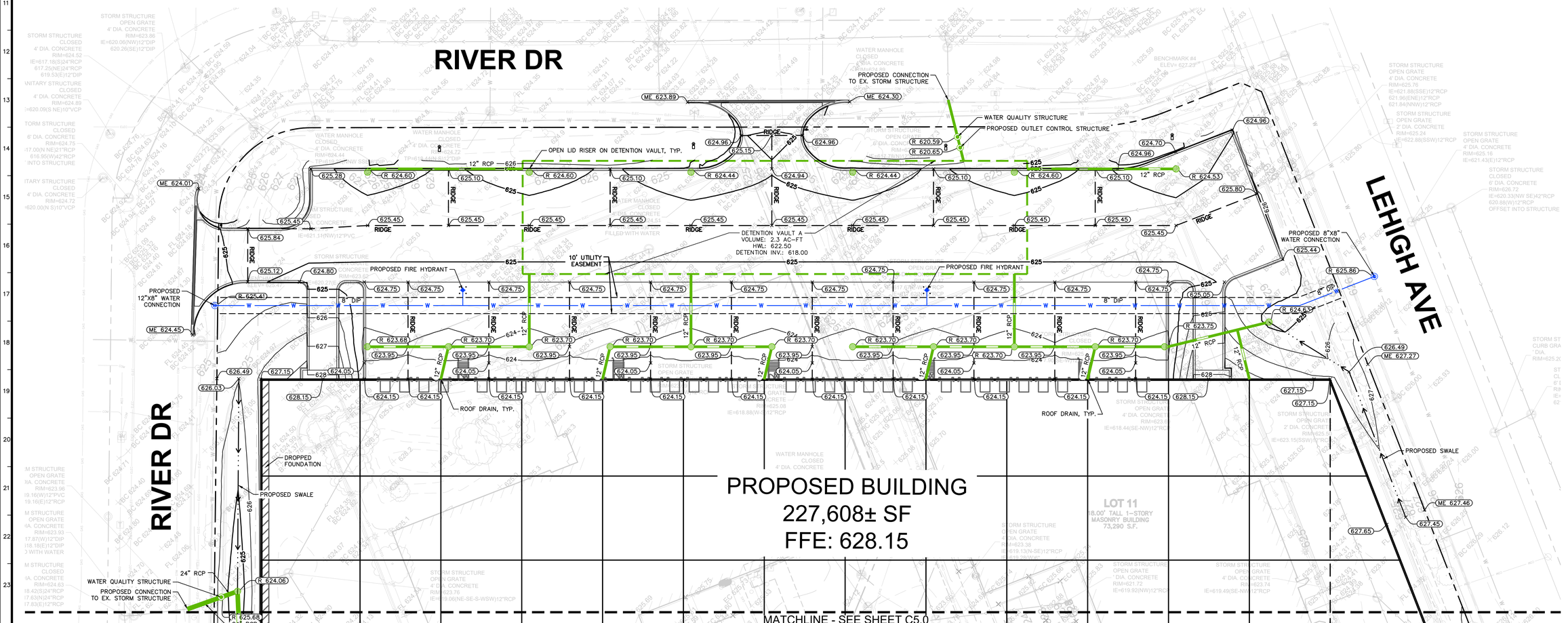

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SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

PRELIMINARY ENGINEERING PLAN (NORTH)

BRIDGE INDUSTRIAL
MORTON GROVE
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C5.0

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RIDGE — RIDGE LINE
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PROPOSED SWALE

UTILITY LEGEND

PROPOSED STORM SEWER LINE
PROPOSED STORM STRUCTURES
PROPOSED SANITARY SEWER LINE
PROPOSED SANITARY MANHOLE
PROPOSED WATER LINE
PROPOSED VALVE VAULT
PROPOSED FIRE HYDRANT
PROPOSED LIGHT POLE

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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

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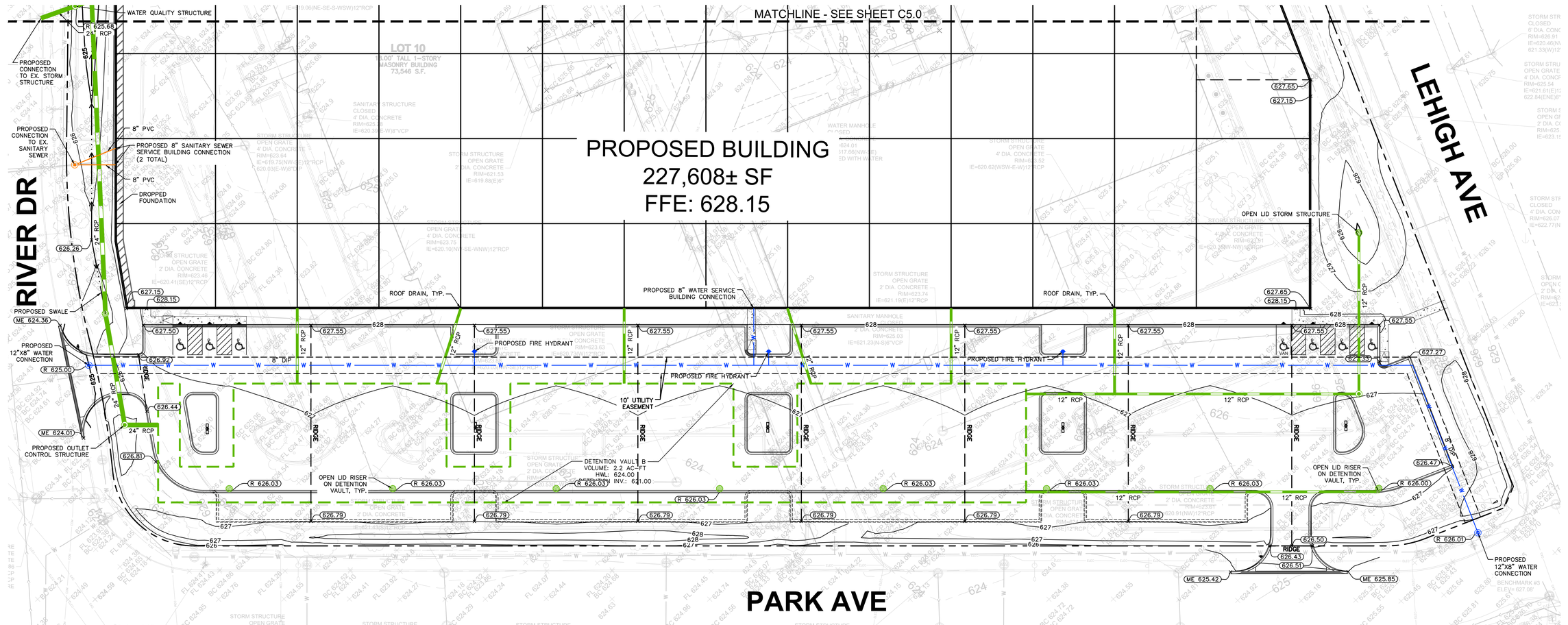

No.	REVISIONS	DATE	BY

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WARRENVILLE, IL 60555
PHONE: 630 487 6500
WWW.KIMLEY-HORN.COM

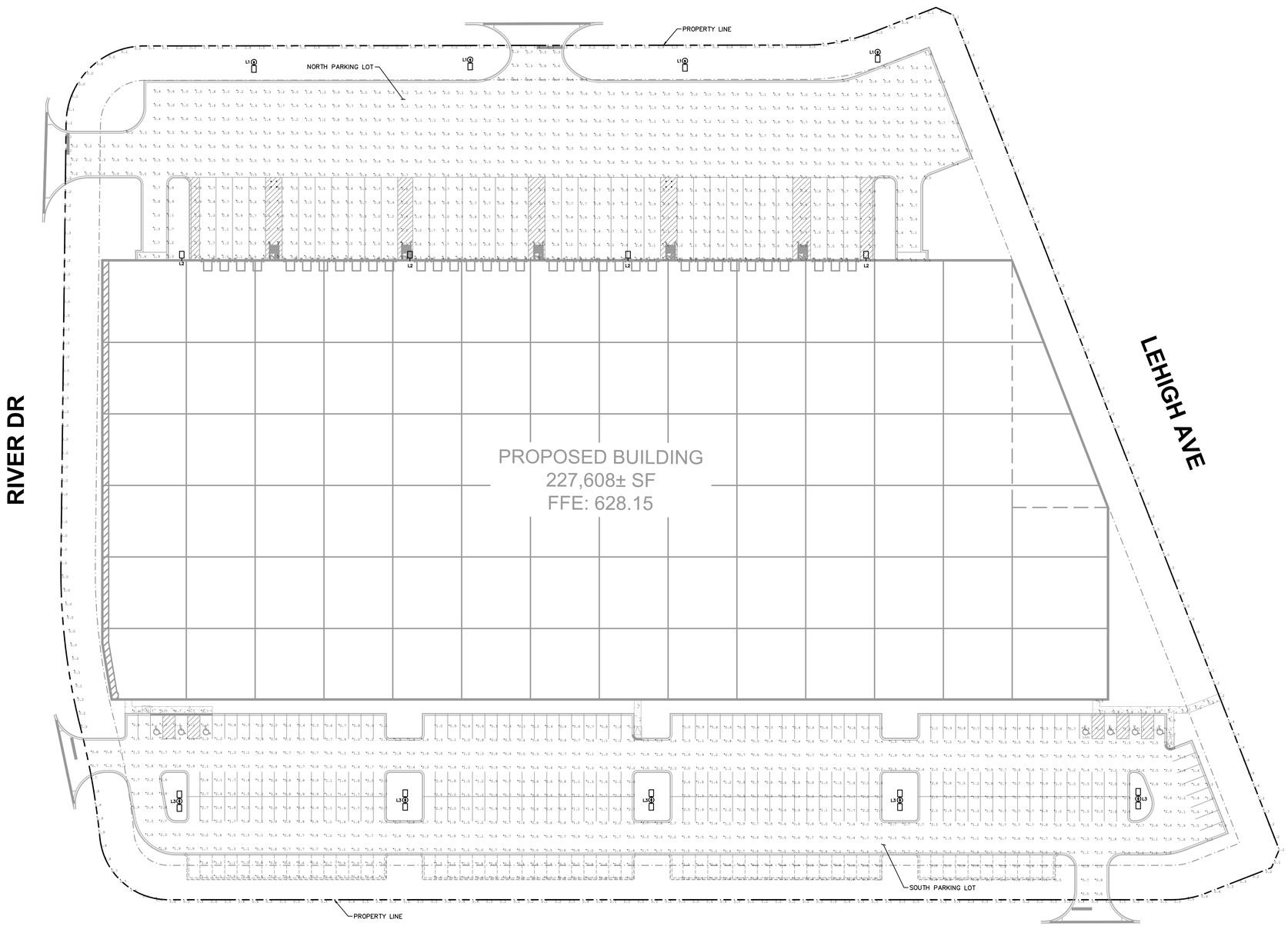
SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

PRELIMINARY ENGINEERING PLAN (SOUTH)

BRIDGE INDUSTRIAL
MORTON GROVE
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C5.1



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Call Before You Dig
JULIE
1-800-892-0123

No.	REVISIONS	DATE	BY

Kimley»Horn

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WARRENVILLE, IL 60555
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SCALE: AS NOTED
DESIGNED BY: B.B
DRAWN BY: B.B
CHECKED BY: SK

STATE OF ILLINOIS
SARA KHAN
6206256810
LICENSED PROFESSIONAL ENGINEER
04/28/2025
EXP: 11/30/2026

BRIDGE

OVERALL PHOTOMETRIC SITE PLAN

BRIDGE INDUSTRIAL
MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE:
05/05/2025

KHA PROJECT NO.
268915000

SHEET NUMBER
E1.0

PHOTOMETRICS LEGEND

- PROPOSED SINGLE LUMINAIRE - POLE MOUNTED
- PROPOSED DUAL LUMINAIRE - POLE MOUNTED
- PROPOSED SINGLE LUMINAIRE - BUILDING MOUNTED
- X.X — CALCULATION POINT

TARGET ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PARKING LOTS	-	-	0.2	-	20:1

CALCULATED ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
NORTH PARKING LOT	0.93	3.9	0.2	4.65	19.50
SOUTH PARKING LOT	1.23	2.8	0.3	4.10	9.33
PROPERTY LINE	0.33	1.7	0.0	-	-

PHOTOMETRICS NOTES

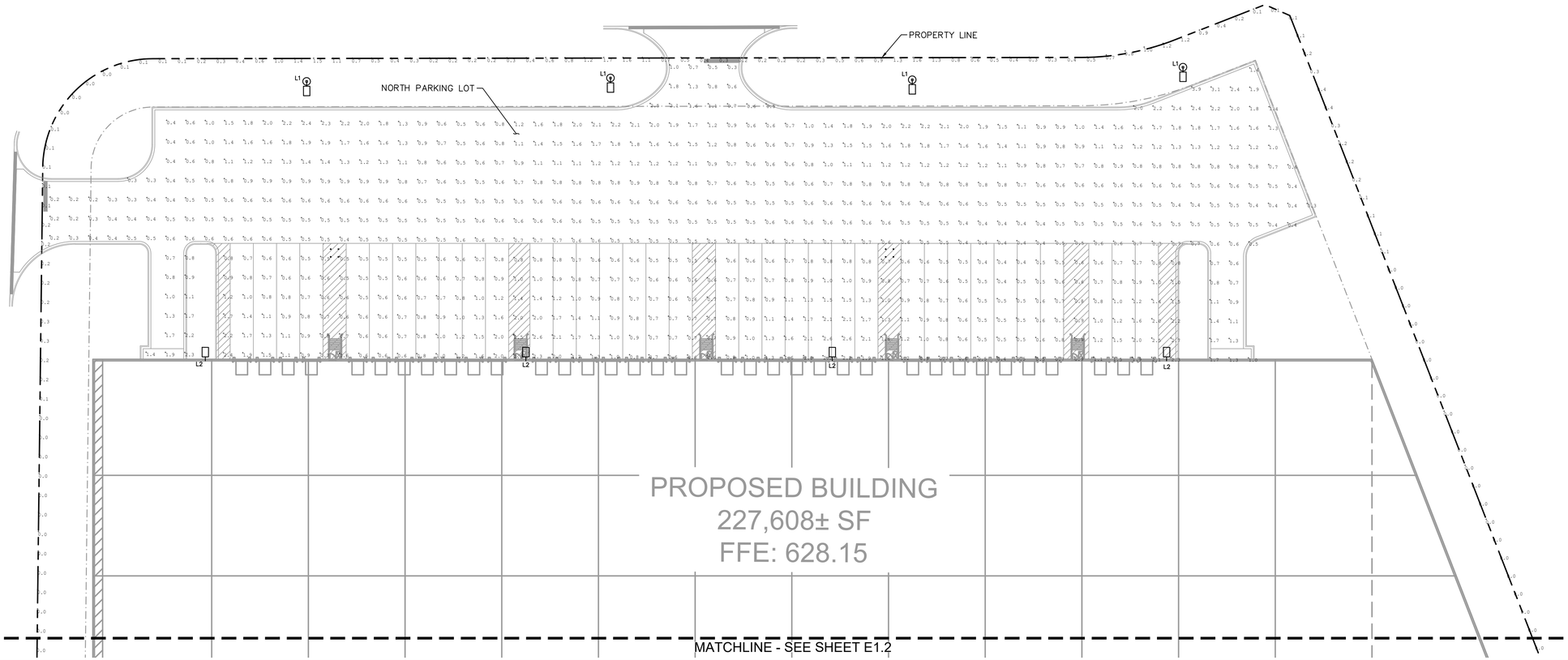
1. THE TARGET ILLUMINANCE VALUES AND MOUNTING HEIGHTS ARE BASED ON SECTION 12-12-3 OF THE MORTON GROVE CODES AND ORDINANCES OR THE IES RP-8-22 AND ALL APPLICABLE ADDENDUMS (THE MORE STRINGENT OF THE TWO SHALL BE OBSERVED). ALL CONSTRUCTION AND LIGHTING DESIGN SHALL BE IN ACCORDANCE WITH SECTION 12-12-3 AND ALL APPLICABLE CODES AND STANDARDS.
2. ALL PHOTOMETRIC ILLUMINANCE VALUES SHOWN ON SITE PLAN IN TABLES ARE IN FOOTCANDLES (FC). 1 FC = 10.76 LUX.
3. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
4. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS EXHIBIT WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
5. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING ADJACENT LOT AND ARCHITECTURAL LIGHTING.
6. CONTRACTOR SHALL CONFIRM ALL POLE AND FIXTURE FINISHES WITH OWNER. CONTRACTOR SHALL CONFIRM FOUNDATION AND ALL MOUNTING REQUIREMENTS WITH MANUFACTURER PRIOR TO CONSTRUCTION.
7. FINAL FOUNDATION DESIGN, ELECTRICAL DESIGN AND LIGHTING CONTROLS BY OTHERS. CONTRACTOR SHALL INCLUDE ALL MOUNTING, CONTROL AND ELECTRICAL ACCESSORIES WITH MODEL NUMBER WHEN ORDERING LUMINAIRES TO MEET THE INTENT OF THE STRUCTURAL AND ELECTRICAL DESIGN.
8. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION AND SETBACK OF LIGHT POLES.
9. FIXTURE SYMBOLS ARE DIAGRAMMATIC ONLY AND SHOULD BE USED AS REFERENCE.

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LIGHT FIXTURE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL NUMBER	MANUFACTURER	LAMP	LLF	WATTS	LUMENS PER FIXTURE	COLOR TEMPERATURE	MOUNTING HEIGHT	NOTES
	L1	SINGLE POLE MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R3	LITHONIA	LED	0.9	114	17,202	4000K	25FT	MOUNT ON 22' POLE ATOP 3' CONCRETE BASE. EFFECTIVE MOUNTING HEIGHT = 25'-0". POLE MODEL: LITHONIA #SSS-22-5G-DM19AS. COORDINATE LUMINAIRE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE AND POLE DETAILS.
	L2	SINGLE BUILDING MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R4	LITHONIA	LED	0.9	114	17,427	4000K	35FT	MOUNT ON EXTERIOR OF BUILDING AT 35' AFG. COORDINATE LUMINAIRE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE DETAILS.
	L3	DUAL POLE MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R5	LITHONIA	LED	0,9	228	17,657	4000K	25FT	MOUNT ON 22' POLE ATOP 3' CONCRETE BASE. EFFECTIVE MOUNTING HEIGHT = 25'-0". POLE MODEL: LITHONIA #SSS-22-5G-DM28AS. COORDINATE LUMINAIRE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE AND POLE DETAILS.



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SCALE: AS NOTED | DESIGNED BY: BJB | DRAWN BY: BJB | CHECKED BY: SK

STATE OF ILLINOIS
SARA KHAN
62065680
LICENSED
PROFESSIONAL ENGINEER
04/28/2025
EXP: 11/30/2025

BRIDGE

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BRIDGE INDUSTRIAL
MORTON GROVE
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MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
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E1.1

PHOTOMETRICS LEGEND

- PROPOSED SINGLE LUMINAIRE - POLE MOUNTED
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TARGET ILLUMINATION LEVELS

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PROPERTY LINE	0.33	1.7	0.0	-	-

PHOTOMETRICS NOTES

1. THE TARGET ILLUMINANCE VALUES AND MOUNTING HEIGHTS ARE BASED ON SECTION 12-12-3 OF THE MORTON GROVE CODES AND ORDINANCES OR THE IES RP-8-22 AND ALL APPLICABLE ADDENDUMS (THE MORE STRINGENT OF THE TWO SHALL BE OBSERVED). ALL CONSTRUCTION AND LIGHTING DESIGN SHALL BE IN ACCORDANCE WITH SECTION 12-12-3 AND ALL APPLICABLE CODES AND STANDARDS.
2. ALL PHOTOMETRIC ILLUMINANCE VALUES SHOWN ON SITE PLAN IN TABLES ARE IN FOOTCANDLES (FC). 1 FC = 10.76 LUX.
3. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
4. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS EXHIBIT WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
5. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING ADJACENT LOT AND ARCHITECTURAL LIGHTING.
6. CONTRACTOR SHALL CONFIRM ALL POLE AND FIXTURE FINISHES WITH OWNER. CONTRACTOR SHALL CONFIRM FOUNDATION AND ALL MOUNTING REQUIREMENTS WITH MANUFACTURER PRIOR TO CONSTRUCTION.
7. FINAL FOUNDATION DESIGN, ELECTRICAL DESIGN AND LIGHTING CONTROLS BY OTHERS. CONTRACTOR SHALL INCLUDE ALL MOUNTING, CONTROL AND ELECTRICAL ACCESSORIES WITH MODEL NUMBER WHEN ORDERING LUMINAIRES TO MEET THE INTENT OF THE STRUCTURAL AND ELECTRICAL DESIGN.
8. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION AND SETBACK OF LIGHT POLES.
9. FIXTURE SYMBOLS ARE DIAGRAMMATIC ONLY AND SHOULD BE USED AS REFERENCE.

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LIGHT FIXTURE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL NUMBER	MANUFACTURER	LAMP	LLF	WATTS	LUMENS PER FIXTURE	COLOR TEMPERATURE	MOUNTING HEIGHT	NOTES
	L1	SINGLE POLE MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R3	LITHONIA	LED	0.9	114	17,202	4000K	25FT	MOUNT ON 22' POLE ATOP 3' CONCRETE BASE. EFFECTIVE MOUNTING HEIGHT = 25'-0". POLE MODEL: LITHONIA #SSS-22-5G-DM19AS. COORDINATE LUMINAIRE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE AND POLE DETAILS.
	L2	SINGLE BUILDING MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R4	LITHONIA	LED	0.9	114	17,427	4000K	35FT	MOUNT ON EXTERIOR OF BUILDING AT 35' AFG. COORDINATE LUMINAIRE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE DETAILS.
	L3	DUAL POLE MOUNTED LED OUTDOOR LUMINAIRE	RSX2_LED_P2_40K_R5	LITHONIA	LED	0,9	228	17,657	4000K	25FT	MOUNT ON 22' POLE ATOP 3' CONCRETE BASE. EFFECTIVE MOUNTING HEIGHT = 25'-0". POLE MODEL: LITHONIA #SSS-22-5G-DM28AS. COORDINATE LUMINAIRE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT PRIOR TO PURCHASE. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN. REFER TO SHEET E1.3 FOR FIXTURE AND POLE DETAILS.

MATCHLINE - SEE SHEET E1.1

PROPOSED BUILDING
227,608± SF
FFE: 628.15

SOUTH PARKING LOT

PROPERTY LINE

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: (630) 487-6500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED | DESIGNED BY: BJB | DRAWN BY: BJB | CHECKED BY: SK

STATE OF ILLINOIS
SARA KHAN
62065680
LICENSED PROFESSIONAL ENGINEER
04/28/2025
EXP: 11/30/2025

BRIDGE

PHOTOMETRIC PLAN (SOUTH)

BRIDGE INDUSTRIAL
MORTON GROVE
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
E1.2

RSX2 LED
Area Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX2 delivers 11,000 to 31,000 lumens allowing it to replace 250W to 1000W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill™" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications

EPA (ft²@0°): 0.69 ft² (0.06 m²)

Length: 29.3" (74.4 cm) (SPA mount)

Width: 13.4" (34.0 cm)

Height: 3.0" (7.6 cm) Main Body, 7.2" (18.3 cm) Arm

Weight: (SPA mount) 30.0 lbs (13.6 kg)

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: RSX2 LED P6 40K R3 MVOLT SPA DDBXD

RSX2 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX2 LED	P1	30K 3000K	R2 Type 2 Wide	MVOLT (120V-277V) [1]	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°)
	P2	40K 4000K	R3 Type 3 Wide	HVOLT (347V-480V) [1]	RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°)
	P3	50K 5000K	R3S Type 3 Short	XVOLT (277V-480V) [1]	MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon)
	P4		R4 Type 4 Wide	**See specific voltage for options as noted)**	IS Adjustable slipfitter (fits 2-3/8" OD tenon) [4]
	P5		R4S Type 4 Short	U20 [1] 277 [1]	WBA Wall bracket [5]
	P6		R5 Type 5 Wide [3]	208 [1] 347 [1]	WBASC Wall bracket with surface conduit box
			R5S Type 5 Short [3]	240 [1] 480 [1]	AASP Adjustable tilt arm square pole mounting [6]
			AFR Automotive Front Row		AARP Adjustable tilt arm round pole mounting [6]
			AFRR90 Automotive Front Row Right Rotated		AAWB Adjustable tilt arm with wall bracket [6]
			AFRL90 Automotive Front Row Left Rotated		AAWSC Adjustable tilt arm wall bracket and surface conduit box [6]

Options

Shipped Installed

HS	House-side shield [1]
PE	Photocontrol, button style [8,9]
PER7	Seven-wire twist-lock receptacle only (no controls) [8, 10, 11]
SF	Single fuse (120, 277, 347) [1]
DF	Double fuse (208, 240, 480) [1]
SPD20KV	20KV Surge pack (10KV standard)
FAO	Field-adjustable output [8]
DMG	0-10V dimming extend out back of housing for external control (control ordered separate) [12]
DS	Dual switching [4,13]

Shipped Installed

***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**

NLTAIR2 PIRHN	nLight AIR generation 2, with Network, 8+ Level motion sensor [8,13,14,15]
BAA	Buy America(n) Act and/or Build America Buy America Qualified
CCE	Coastal Construction [16]

***Note: NLTAIR2 PIRHN with nLight Air can be used as a standalone dimming sensor with out-of-box settings or as a wireless networked solution. See factory default settings table. Sensor coverage pattern is affected when luminaire is tilted.**

Shipped Separately (requires same field assembly)

EGS	External glare shield [1]
EGFV	External glare full visor (360° around light aperture) [1]
BS	Bird spikes [17]

Finish

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured Dark Bronze
DBLBXD	Textured Black
DNATXD	Textured Natural Aluminum
DWHGXD	Textured White

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Distribution Type	11K (530K, 70 CRI)					21K (530K, 70 CRI)					31K (530K, 70 CRI)				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	71W	R2	10,040	2	0	1	139	11,031	2	0	1	155	11,031	2	0	1	153
		R3	10,005	2	0	2	141	10,992	2	0	2	155	10,992	2	0	2	155
		R3S	10,271	2	0	2	143	11,285	2	0	2	157	11,285	2	0	2	157
		R4	10,136	2	0	2	143	11,136	2	0	2	157	11,136	2	0	2	157
		R4S	9,779	2	0	2	138	10,744	2	0	2	151	10,744	2	0	2	151
		R5	10,271	4	0	2	145	11,285	4	0	2	159	11,285	4	0	2	159
		R5S	10,544	3	0	1	149	11,585	3	0	2	163	11,585	3	0	2	163
		AFR	10,026	2	0	1	141	11,016	2	0	1	155	11,016	2	0	1	155
		AFRR90	10,122	3	0	2	140	11,121	3	0	2	154	11,121	3	0	2	154
		AFRL90	10,164	3	0	2	141	11,167	3	0	2	155	11,167	3	0	2	155
P2	111W	R2	15,712	2	0	2	138	17,263	2	0	2	151	17,263	2	0	2	151
		R3	15,657	2	0	3	141	17,202	2	0	3	155	17,202	3	0	3	155
		R3S	16,075	2	0	2	141	17,661	2	0	2	155	17,661	2	0	2	155
		R4	15,862	2	0	3	143	17,427	2	0	3	157	17,427	2	0	3	157
		R4S	15,304	2	0	2	138	16,815	2	0	2	151	16,815	2	0	2	151
		R5	16,075	4	0	2	145	17,661	5	0	3	159	17,661	5	0	3	159
		R5S	16,502	4	0	2	149	18,130	4	0	2	163	18,130	4	0	2	163
		AFR	15,691	2	0	2	141	17,240	2	0	2	155	17,240	2	0	2	155
		AFRR90	15,841	3	0	3	139	17,404	4	0	3	153	17,404	4	0	3	153
		AFRL90	15,907	3	0	3	139	17,477	4	0	3	153	17,477	4	0	3	153
P3	147W	R2	19,855	3	0	2	132	21,814	3	0	2	145	21,814	3	0	2	145
		R3	19,785	3	0	3	135	21,737	3	0	4	148	21,737	3	0	4	148
		R3S	20,312	3	0	3	135	22,317	3	0	3	149	22,317	3	0	3	149
		R4	20,044	3	0	3	136	22,022	3	0	4	150	22,022	3	0	4	150
		R4S	19,339	3	0	3	132	21,247	3	0	3	145	21,247	3	0	3	145
		R5	20,313	5	0	3	138	22,317	5	0	3	152	22,317	5	0	3	152
		R5S	20,852	4	0	2	142	22,910	4	0	2	156	22,910	4	0	2	156
		AFR	19,828	3	0	2	135	21,785	3	0	2	148	21,785	3	0	2	148
		AFRR90	20,017	4	0	3	133	21,992	4	0	3	147	21,992	4	0	3	147
		AFRL90	20,101	4	0	3	134	22,084	4	0	3	147	22,084	4	0	3	147
P4	187W	R2	22,836	3	0	2	120	25,090	3	0	2	132	25,090	3	0	2	132
		R3	22,756	3	0	4	122	25,002	3	0	4	134	25,002	3	0	4	134
		R3S	23,363	3	0	3	123	25,668	3	0	3	135	25,668	3	0	3	135
		R4	23,054	3	0	4	123	25,329	3	0	4	135	25,329	3	0	4	135
		R4S	22,243	3	0	3	119	25,059	3	0	3	134	25,059	3	0	3	134
		R5	23,363	5	0	3	125	25,669	5	0	4	137	25,669	5	0	4	137
		R5S	23,983	4	0	2	128	26,350	4	0	2	141	26,350	4	0	2	141
		AFR	22,806	3	0	2	122	25,056	3	0	2	134	25,056	3	0	2	134
		AFRR90	23,023	4	0	3	121	25,295	4	0	3	133	25,295	4	0	3	133
		AFRL90	23,120	4	0	3	122	25,401	4	0	3	134	25,401	4	0	3	134
P5	210W	R2	26,143	3	0	2	122	28,722	3	0	2	135	28,722	3	0	2	135
		R3	26,049	3	0	4	124	28,620	3	0	4	136	28,620	3	0	4	136
		R3S	26,744	3	0	3	125	29,383	3	0	4	138	29,383	3	0	4	138
		R4	26,390	3	0	4	126	28,994	3	0	4	138	28,994	3	0	4	138
		R4S	25,462	3	0	3	121	27,974	3	0	3	133	27,974	3	0	3	133
		R5	26,744	5	0	4	127	29,383	5	0	4	140	29,383	5	0	4	140
		R5S	27,454	4	0	2	131	30,163	4	0	2	144	30,163	4	0	2	144
		AFR	26,106	3	0	2	124	28,682	3	0	2	137	28,682	3	0	2	137
		AFRR90	26,354	4	0	3	123	28,955	5	0	3	136	28,955	5	0	3	136
		AFRL90	26,465	4	0	3	124	29,077	5	0	3	136	29,077	5	0	3	136
P6	244W	R2	27,646	3	0	2	112	30,374	3	0	2	123	30,374	3	0	2	123
		R3	27,549	3	0	4	113	30,267	3	0	4	124	30,267	3	0	4	124
		R3S	28,283	3	0	3	115	31,075	3	0	4	126	31,075	3	0	4	126
		R4	27,909	3	0	4	114	30,663	3	0	4	126	30,663	3	0	4	126
		R4S	26,928	3	0	3	110	29,585	3	0	3	121	29,585	3	0	3	121
		R5	28,284	5	0	4	116	31,075	5	0	4	127	31,075	5	0	4	127
		R5S	29,035	4	0	2	119	31,900	5	0	3	131	31,900	5	0	3	131
		AFR	27,608	3	0	2	112	30,332	3	0	2	123	30,332	3	0	2	123
		AFRR90	27,872	4	0	3	113	30,622	5	0	3	124	30,622	5	0	3	124
		AFRL90	27,989	4	0	3	113	30,751	5	0	3	125	30,751	5	0	3	125

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LITHONIA LIGHTING®

Catalog Number

Notes

Type

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

FEATURES & SPECIFICATIONS

INTENDED USE — These specifications are for USA standards only. Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KSI (7-gauge, 0.179"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side-drilled and open top poles include a removable top cap.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SA and SB classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNEMENT PROCUREMENT —

BAA — Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA — Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-americas for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.

OUTDOOR POLE-SSS

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM19 D DBXD

SSS Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness [1]	Mounting [2]	Options	Finish
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. Ex: 20-6 equals 20ft 6in.) (See technical information table for complete ordering information.)	4C 4" 11g (0.120")	Tenon mounting	Shipped installed	Super durable paint colors
		4G 4" 7g (0.179")	PT Open top (includes 909-1661	VD Vibration damper [4]	DDBXD Dark bronze
		5C 5" 11g (0.120")	T20 2-3/8" O.D. (2" NPS)	HAxy Horizontal arm bracket (1 fixture) [24]	DBLXD Black
		5G 5" 7g (0.179")	T25 2-7/8" O.D. (2-1/2" NPS)	FDLxy 1/2" coupling [7]	DNAXD Natural aluminum
		6G 6" 7g (0.179")	T30 3-1/2" O.D. (3" NPS)	CPL12/xy 1/2" coupling [7]	DWHXD White
		(See technical information table for complete ordering information.)	T35 4" O.D. (3-1/2" NPS)	CPL34/xy 3/4" coupling [7]	DSSXD Sandstone
			RAC/RAD/XSC/XSF/XVB/XVF Drill mounting [3]	CPL1/xy 1" coupling [7]	DGCXD Charcoal gray
			DM19 1 at 90°	NPL12/xy 1/2" threaded nipple [7]	DTGXD Tennis green
			DM28 2 at 180°	NPL34/xy 3/4" threaded nipple [7]	DBRXD Bright red
			DM28 PL 2 at 180° with one side plugged	NPL1/xy 1" threaded nipple [7]	DSBXD Steel blue
			DM29 2 at 90°	EHHxy Extra handhole [4,8]	DDBTXD Textured dark bronze
			DM39 3 at 90°	STLHHC Steel handhole cover (standard is plastic, finish is smooth) [9]	DBLBXD Textured black
			DM49 4 at 90°	FBCSTL2PC 2 Piece steel base cover (standard is plastic) [9]	DNATXD Textured natural aluminum
			CSX/DSX/RSX/AERS **"DMERO"/ KAX Drill mounting [3]	IC Interior coating [10]	DWHGXD Textured white
			DM19AS 1 at 90°	LJAB Less anchor bolts (Include when anchor bolts are not needed)	Other finishes
			DM28AS 2 at 180°	TP Tamper-resistant handhole cover fasteners	GALV Galvanized finish
			DM29AS 2 at 90°	NEC NEC 410.30 compliant gasketed handhole (Not UL Labeled)	Architectural colors and special finishes [11]
			DM39AS 3 at 90°	UL UL listed with label (Includes NEC compliant cover)	(PAINT) GALV Paint over galvanizing
			DM49AS 4 at 90°	BAA Buy America(n) Act Compliant [12]	VP30 3 year warranty extension
			RAD drill mounting [3]	VM/original order# Match pole to prior order or project [13]	VP53 5 year warranty extension
			DM19RAD 1 at 90°		RAL#### Use designated Lithonia Lighting nomenclature in brochure
			DM28RAD 2 at 180°		Custom color Nomenclature assigned through Customer Care "Custom Color Process"
			DM29RAD 2 at 90°		
			DM39RAD 3 at 90°		
			DM49RAD 4 at 90°		
			ESX Drill mounting [3]		
			DM19ESX 1 at 90°		
			DM28ESX 2 at 180°		
			DM29ESX 2 at 90°		
			DM39ESX 3 at 90°		
			DM49ESX 4 at 90°		

NOTES:

1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify as drilling option/tenon option. The combination includes a required extra handhole.
   Example: DM28/T20.
3. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. On 4" and 5" poles, VD cannot be installed if provisions (EHH, FDL, NPL, CPL) are located higher than 2/3 of the pole's total height.
   Example: Pole height is 25ft, A provision cannot be placed above 16ft.
5. Specify location and orientation when ordering option.
   For "x": Specify the height above the base of pole in feet or feet and inches; separate feet and inches with a "-".
   Example: 5ft = 5 and 20ft 3in = 20-3
   For "y": Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below.
   Example: 1/2" coupling at 3'-8", orientation C = CPL12/3-8C
6. Horizontal arm is 18" x 2-3/8" O.D. tenon standard, with radius curve providing 12" rise and 2-3/8" O.D. If ordering two horizontal arm at the same height, specify with HAxy.
   Example: HA2180D.
7. FDL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
8. Combination of tenon top and drill mount includes extra handhole. DHH includes cover.
9. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered as replacements.
10. Provides enhanced corrosion resistance. N/A with GALV.
11. Use when mill certifications are required.
12. Must add original order number. Not for replacement parts or post sales issues, contact tech support or post sales teams. VM is used to ensure poles match in appearance exactly from order to order, on a single project site. A common use case would be a multi-phase project with multiple orders.
    Example: VM:010-3628#
13. Must be quoted through ADD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: Order as separate catalog number.

PLDT20	Plugs for ESX drillings
PLDT8	Plugs for DMxxAS drillings
FVD xxFT	Field installed vibration damper (snake style)

LITHONIA LIGHTING®

POLE-SSS

OUTDOOR: One Lithonia Way Conyers, GA 30012 Phone: 800-705-SERV (7378) www.lithonia.com

Rev. 03/27/24

LUMINAIRE - RSX2 LED SERIES (FIXTURE L1,L2,L3)

POLE - LITHONIA SSS

NO.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
(630) 487-9900
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: BJB
DRAWN BY: BJB
CHECKED BY: SK

STATE OF ILLINOIS
SARA KHAN
62056580
LICENSED PROFESSIONAL ENGINEER
04/28/2025
EXP: 11/30/2025

BRIDGE

PHOTOMETRIC DETAILS

BRIDGE INDUSTRIAL
MORTON GROVE
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
E1.3

SOUTH

NORTH

EAST

WEST

1 EXTERIOR ELEVATIONS
SCALE: 1/32" = 1'-0"

2 ENLARGED TYP. ENTRANCE
SCALE: 1/16" = 1'-0"

1 LIGHT FIELD COLOR: SITE WHITE
SHERWIN WILLIAMS SW7070
(INSULATED PRECAST CONCRETE)

2 MEDIUM FIELD COLOR: NETWORK GRAY
SHERWIN WILLIAMS SW7073
(INSULATED PRECAST CONCRETE)

3 DARK FIELD COLOR: SOFTWARE
SHERWIN WILLIAMS SW7074
(INSULATED PRECAST CONCRETE)

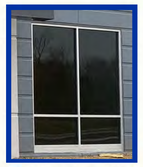
4 ACCENT FIELD COLOR: CYBERSPACE
SHERWIN WILLIAMS SW7076
(INSULATED PRECAST CONCRETE)

5 CLERESTORY WINDOW

6 PAC-CLAD PRE-FINISHED METAL COPING (PAINTED TO MATCH ACCENT COLOR)

7 HOLLOW METAL DOOR & FRAME, PAINTED

8 LAPPED PRECAST PANELS



9 PUNCHED WINDOW

10 ALUMINUM STOREFRONT SYSTEM

11 PRECAST REVEALS (HORIZONTAL & VERTICAL)

12 METAL CANOPY

13 GALVANIZED METAL STAIR WITH GUARDRAIL & HANDRAIL

14 SECTIONAL OVERHEAD DOCK DOORS

15 DRIVE-IN DOOR

16 FUTURE KNOCK-OUT PANEL

17 BRICK FORM LINER

Cornerstone Architects Ltd.
A NELSON Worldwide Company
NELSONWW.com

CLIENT: BRIDGE INDUSTRIAL
9525 W BRYN MAWR AVE, SUITE 700
ROSEMONT, ILLINOIS

PROJECT: PROPOSED FACILITY
8120 LEHIGH AVE
MORTON GROVE, ILLINOIS

DATE: 05/02/2025
PROJECT: #25023

SHEET: FINISH BOARD ELEVATIONS

EL-09

MEMORANDUM

To: Village of Morton Grove

From: Tom Szafranski, P.E.
Kimley-Horn and Associates, Inc.

Date: May 5, 2025

Re: ***Bridge Industrial - Morton Grove***
Southwest corner of Lehigh Ave & River Dr
Morton Grove, IL 60053

Introduction

Kimley-Horn and Associates, Inc., serves as the engineering consultant for Bridge Industrial. They are proposing to construct an industrial warehouse. The sitework includes demolition, grading, storm sewer, water, sanitary sewer, and paving installation.

The site stormwater management practices will be designed to meet the requirements of the Village of Morton Grove and the Metropolitan Water Reclamation District (MWRD).

Existing Conditions

In existing conditions, the site contains two offices buildings with associated parking and utilities. The site is bound by Lehigh Avenue to the east, Park Avenue to the south, and River Drive to the west and north. The sitework includes demolition, grading, storm sewer, watermain, sanitary sewer, and paving installations across the site.

Runoff drains via on-site storm inlets and sewers with outfalls along both the northern and western portions of river drive. There is currently no detention provided on this site. As shown in the Existing Impervious Area Exhibit, the existing site contains 7.74-acres of impervious area and 3.23-acres of pervious area.

Proposed Conditions

The proposed development will consist of a ±227,608 SF building with trailer parking and docks to the north and passenger car parking on the south. As shown in the Proposed Impervious Area Exhibit, the proposed site contains 9.03-acres of impervious area and 1.94-acres of pervious area.

Storm inlets and sewers throughout the site will convey runoff to two separate underground detention vaults. The proposed storm sewers will be sized to convey runoff flows for the 10-year event.

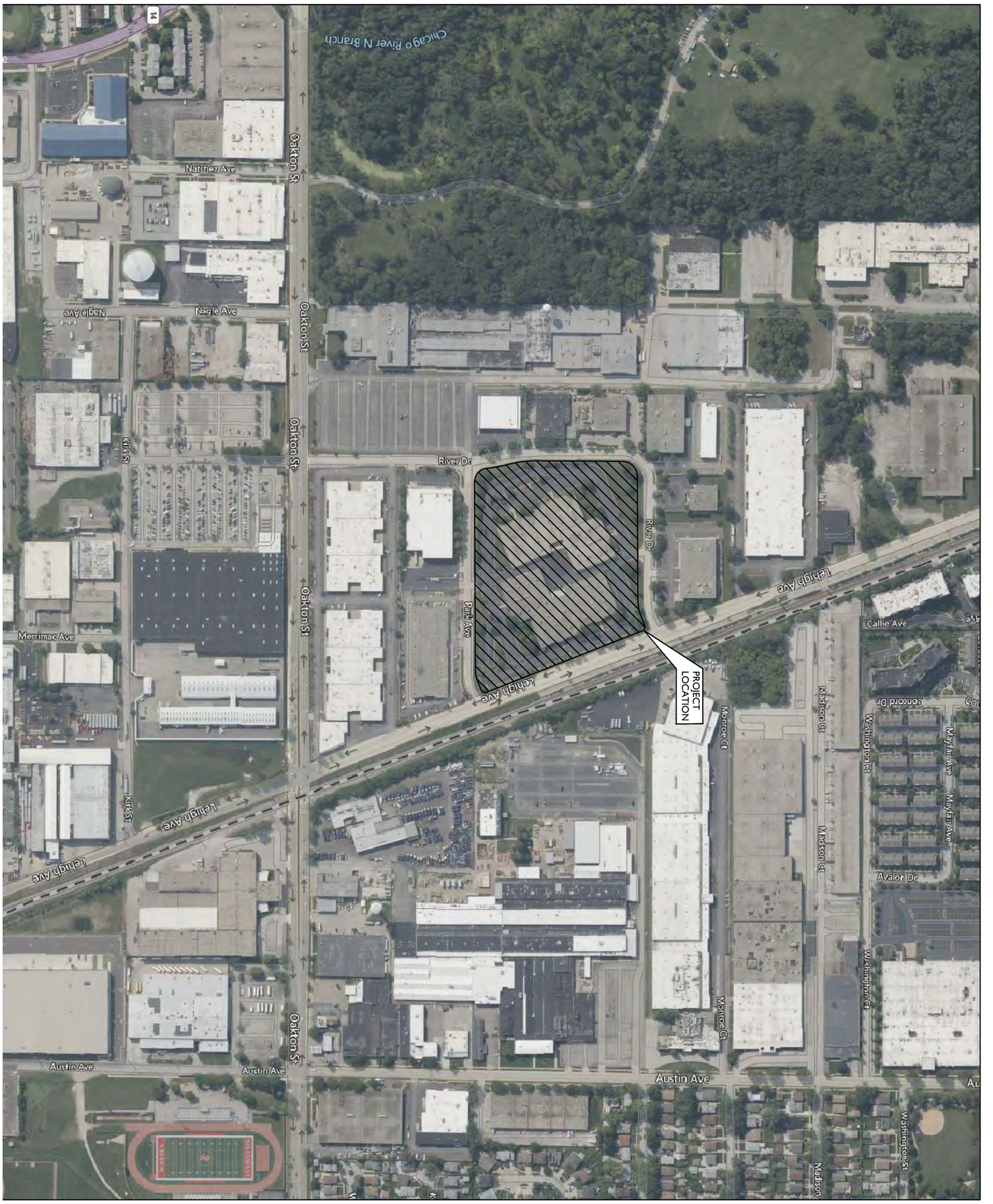
Due to shallow groundwater on site – estimated at just 3-feet in some areas – the proposed vaults will be closed-bottom systems. Additionally, due to the shallow groundwater, retention-based practices will not be feasible. In lieu of retention-based practices, two separate flow-through BMP's (one at each outfall) will be proposed to meet the MWRD volume control requirements.

Underground detention systems will be designed to store and release runoff from the 100-year event per MWRD requirements. The combined detention on site will account for 4.5-acre-feet of detention. The North Branch Chicago River has a 100-yr base flood elevation (BFE) of 618.00' approximately 1,250' west of the subject site. For the preliminary phase of this design, a tailwater elevation of 618.30' is assumed at the site and this has been applied to the detention model. The gross allowable watershed release rate for the subject site is 3.29-cfs (0.3-cfs/ac). Since the subject site will produce 0.30-cfs of unrestricted off-site flows, the designed release, known as the "net allowable release", of the two underground vaults must be below 2.99-cfs. Two outlet control structures will be utilized to restrict flows from each underground vault. These devices will restrict flows to be 2.64-cfs, which results in a total site release of 2.94-cfs with the unrestricted flow.

Attachments

- Exhibit 1 - Site Location Map
- Exhibit 2 - USGS Topography Map
- Exhibit 3 - NRCS Soils Map
- Exhibit 4 - FEMA FIRMette Map
- Exhibit 5 - Existing Impervious Area Exhibit
- Exhibit 6 - Proposed Impervious Area Exhibit
- Exhibit 7 - Preliminary HydroCAD Model

Exhibit 1 – Site Location Map



NORTH

SHEET NUMBER
1 OF 1.

LOCATION MAP (N.T.S)

8120 LEHIGH AVENUE
MORTON GROVE, IL 60053

Kimley»Horn

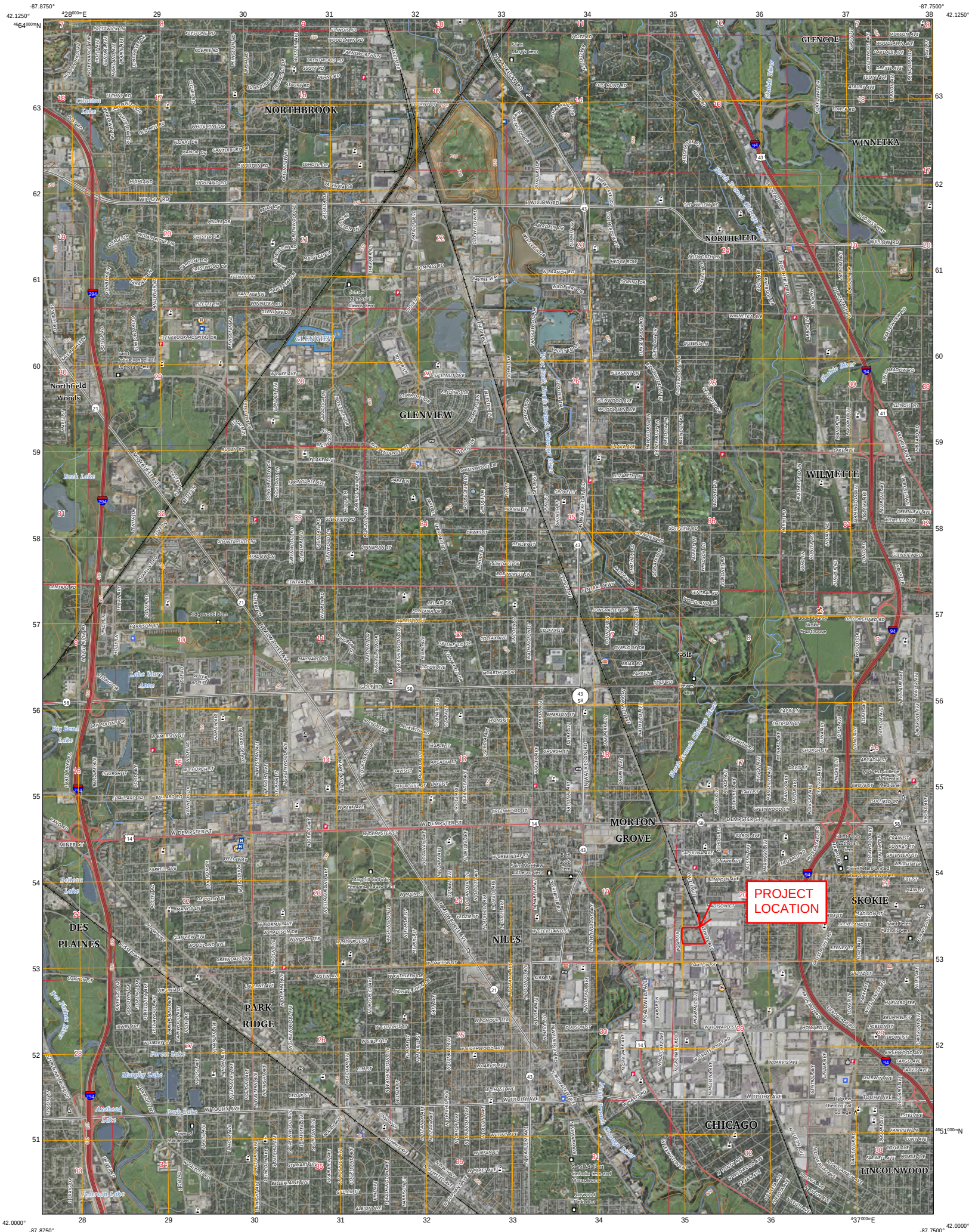
4201 WINFIELD ROAD, SUITE 600, WARRENVILLE, IL 60555
PHONE: 630–487–5550 WWW.KIMLEY–HORN.COM

Exhibit 2 – USGS Topography Map

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

PARK RIDGE QUADRANGLE
ILLINOIS - COOK COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 16T
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.

Imagery.....NAIP, August 2019 - September 2019
Roads.....U.S. Census Bureau, 2017
Names.....GNIS, 1995 - 2023
Hydrography.....National Hydrography Dataset, 2002 - 2022
Contours.....National Elevation Dataset, 2003
Boundaries.....Multiple sources; see metadata file 2020 - 2022
Public Land Survey System.....BLM, 2020
Wetlands.....FWS National Wetlands Inventory Not Available

MN
GN
3°59'
71 MILS
0°13'
10 MILS
UTM GRID AND 2023 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
DM
Grid Zone Designation
16T

SCALE 1:24 000
1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard.

ILLINOIS
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Wheeling
2 Highland Park
3 Highland Park OE E
4 Arlington Heights
5 Evanston
6 Elmhurst
7 River Forest
8 Chicago Loop

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

PARK RIDGE, IL
2024

NSN. 7643016365641
NGA REF NO. USGSX24K342300

Exhibit 3 – NRCS Soils Map

Map Scale: 1:1,640 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 20 40 80 120

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cook County, Illinois
Survey Area Data: Version 18, Aug 21, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2023—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

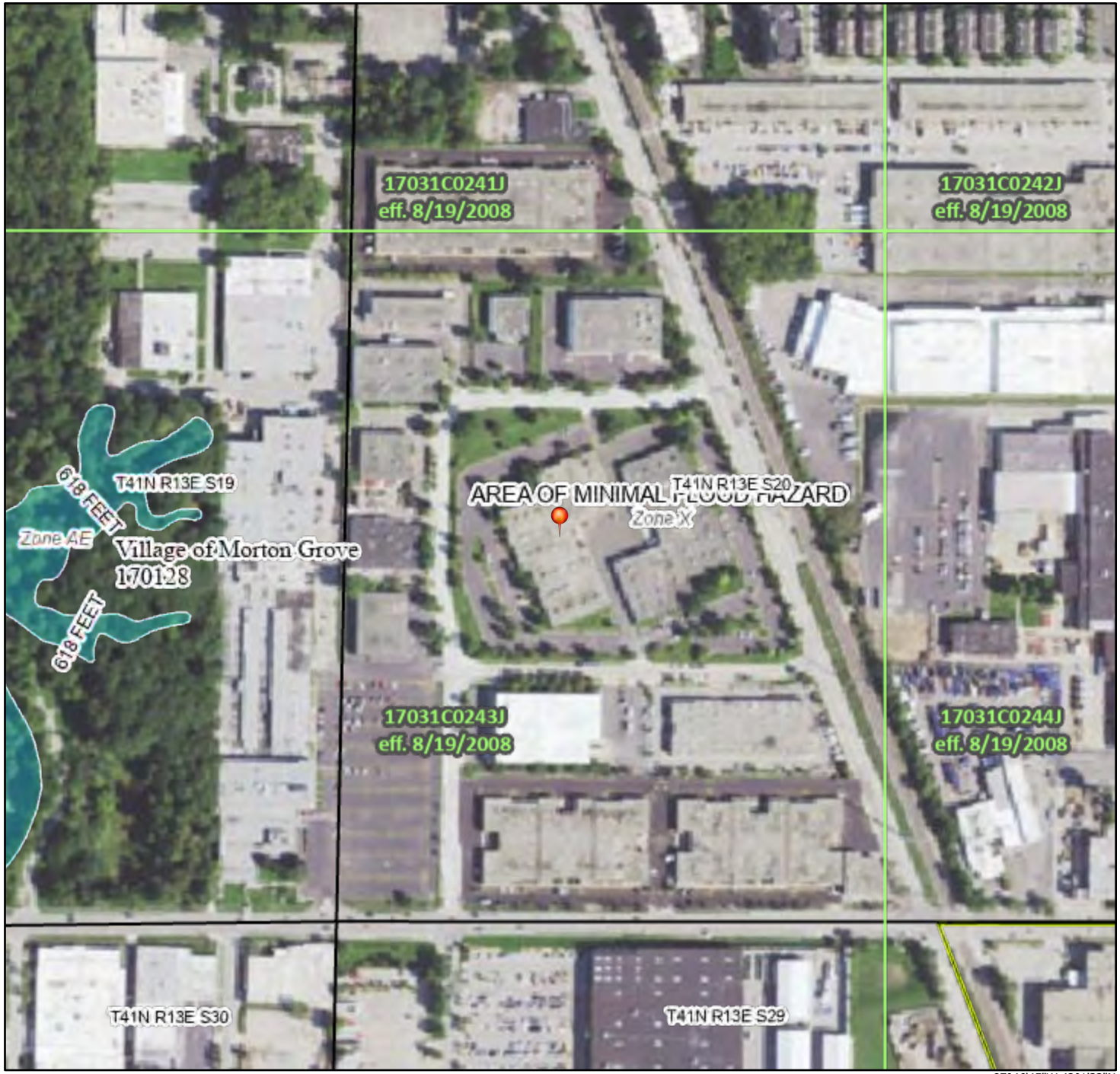
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
533	Urban land	10.8	100.0%
Totals for Area of Interest		**10.8**	**100.0%**

Exhibit 4 – FEMA FIRMette Map

National Flood Hazard Layer FIRMette

FEMA

87°47'22"W 42°1'58"N



87°46'45"W 42°1'32"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

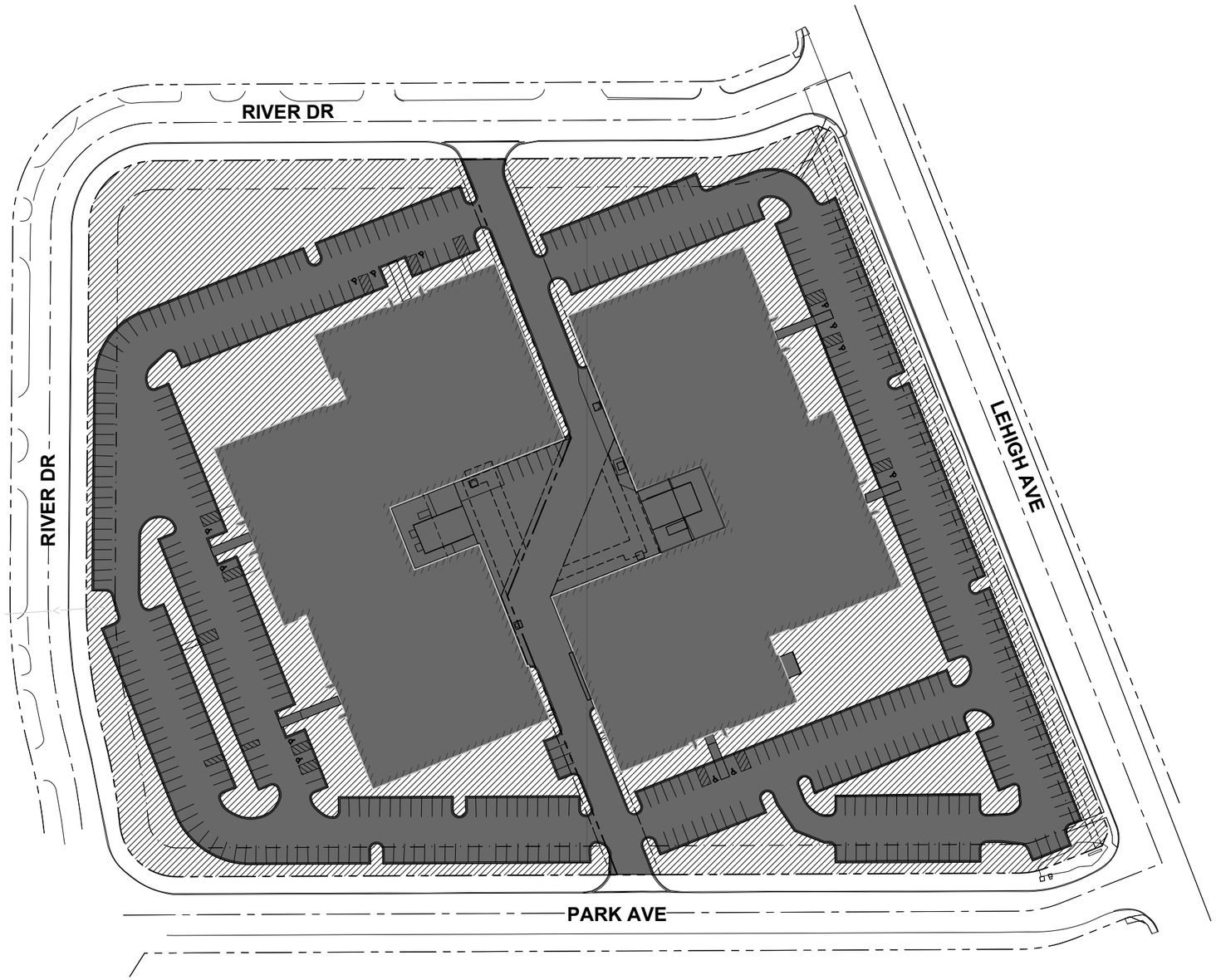
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/11/2025 at 7:14 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Exhibit 5 – Existing Impervious Area Exhibit



NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Call Before You Dig
JULIE
1-800-892-0123

UTILITY NOTES

IMPERVIOUS AREA
337,498 SF (7.74 AC)

PERVIOUS AREA
140,462 SF (3.23 AC)

TOTAL AREA: 477,960 SF (10.97 AC)

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

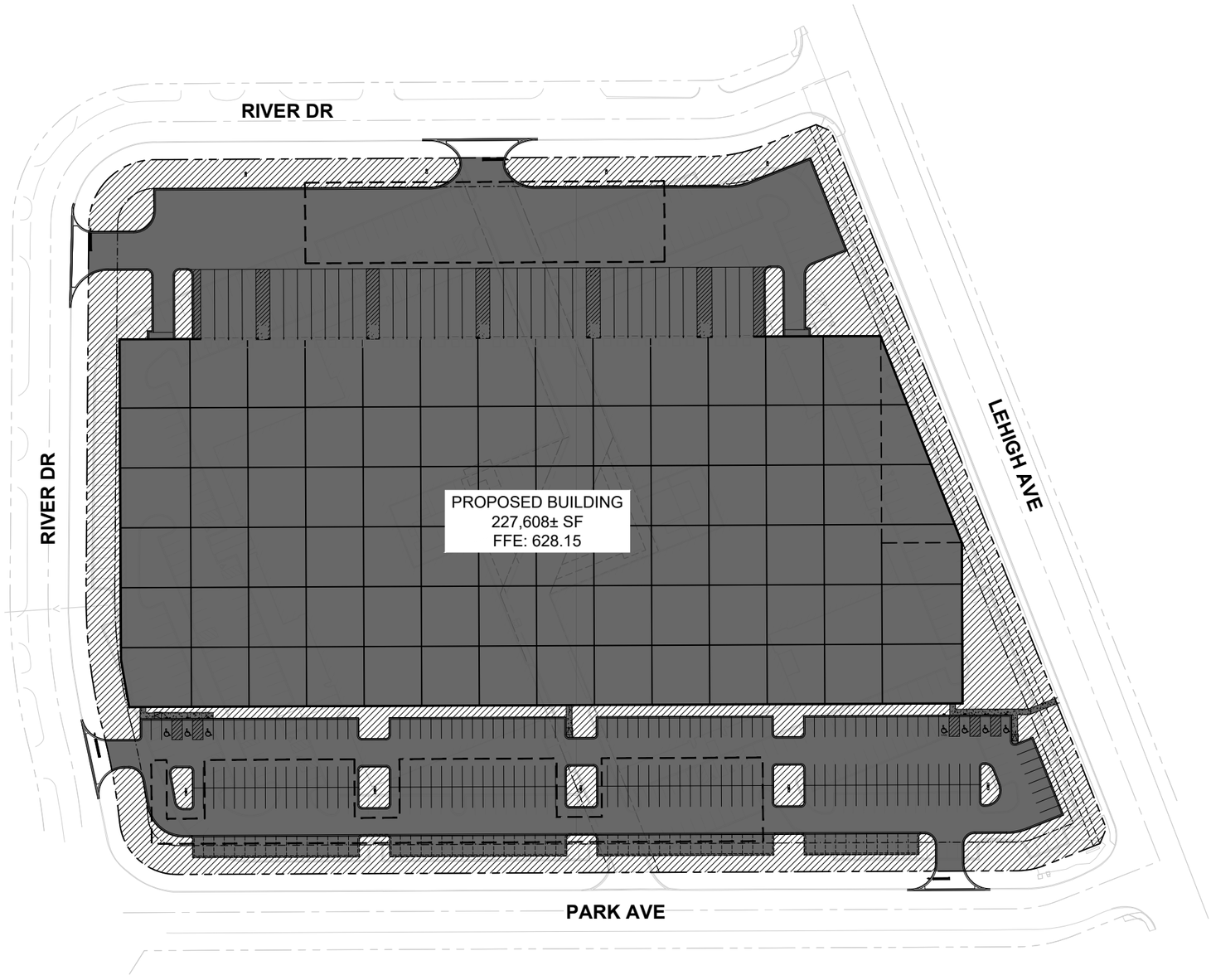
EXISTING IMPERVIOUS AREA EXIHBIT

BRIDGE INDUSTRIAL MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE: 05/05/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
1 OF 1

Exhibit 6 – Proposed Impervious Area Exhibit



NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Call Before You Dig
JULIE
1-800-892-0123

UTILITY NOTES

IMPERVIOUS AREA
393,209 SF (9.03 AC)

PERVIOUS AREA
84,754 SF (1.94 AC)

TOTAL AREA: 477,963 SF (10.97 AC)

No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

PROPOSED IMPERVIOUS AREA EXHIBIT

BRIDGE INDUSTRIAL MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR
MORTON GROVE, ILLINOIS 60053

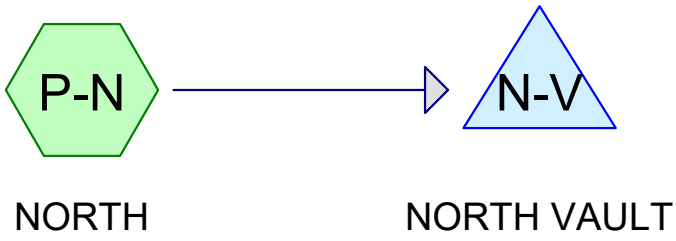
ORIGINAL ISSUE:
05/05/2025

KHA PROJECT NO.
268915000

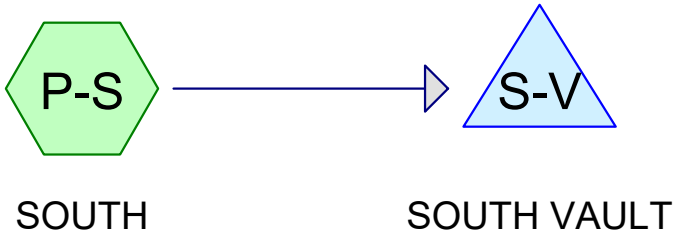
SHEET NUMBER
1 OF 1

Exhibit 7 – Preliminary HydroCAD Model

PROPOSED

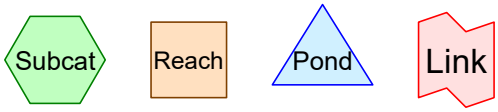


NORTH NORTH VAULT



SOUTH SOUTH VAULT

UNRESTRICTED AREA



Routing Diagram for Above-Ground Scheme
Prepared by Kimley-Horn & Associates, Printed 4/30/2025

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	100YR-024.00HR	Huff 0-10sm	3Q	Scale	24.00	1	8.57	2

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.320	84	50-75% Grass cover, Fair, HSG D (UNR)
1.620	80	>75% Grass cover, Good, HSG D (P-N, P-S)
9.030	98	Paved parking, HSG D (P-N, P-S)
10.970	**95**	**TOTAL AREA**

Time span=0.00-80.00 hrs, dt=0.10 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

SubcatchmentP-N: NORTH Runoff Area=5.325 ac 84.79% Impervious Runoff Depth=7.97"
Tc=10.0 min CN=95 Runoff=4.99 cfs 3.536 af

SubcatchmentP-S: SOUTH Runoff Area=5.325 ac 84.79% Impervious Runoff Depth=7.97"
Tc=10.0 min CN=95 Runoff=4.99 cfs 3.536 af

SubcatchmentUNR: UNRESTRICTEDAREA Runoff Area=0.320 ac 0.00% Impervious Runoff Depth=6.64"
Tc=5.0 min CN=84 Runoff=0.28 cfs 0.177 af

Pond N-V: NORTH VAULT Peak Elev=622.27' Storage=2.134 af Inflow=4.99 cfs 3.536 af
Outflow=1.33 cfs 3.386 af

Pond S-V: SOUTH VAULT Peak Elev=623.87' Storage=2.154 af Inflow=4.99 cfs 3.536 af
Outflow=1.31 cfs 3.470 af

Total Runoff Area = 10.970 ac Runoff Volume = 7.250 af Average Runoff Depth = 7.93"
17.68% Pervious = 1.940 ac 82.32% Impervious = 9.030 ac

Summary for Subcatchment P-N: NORTH

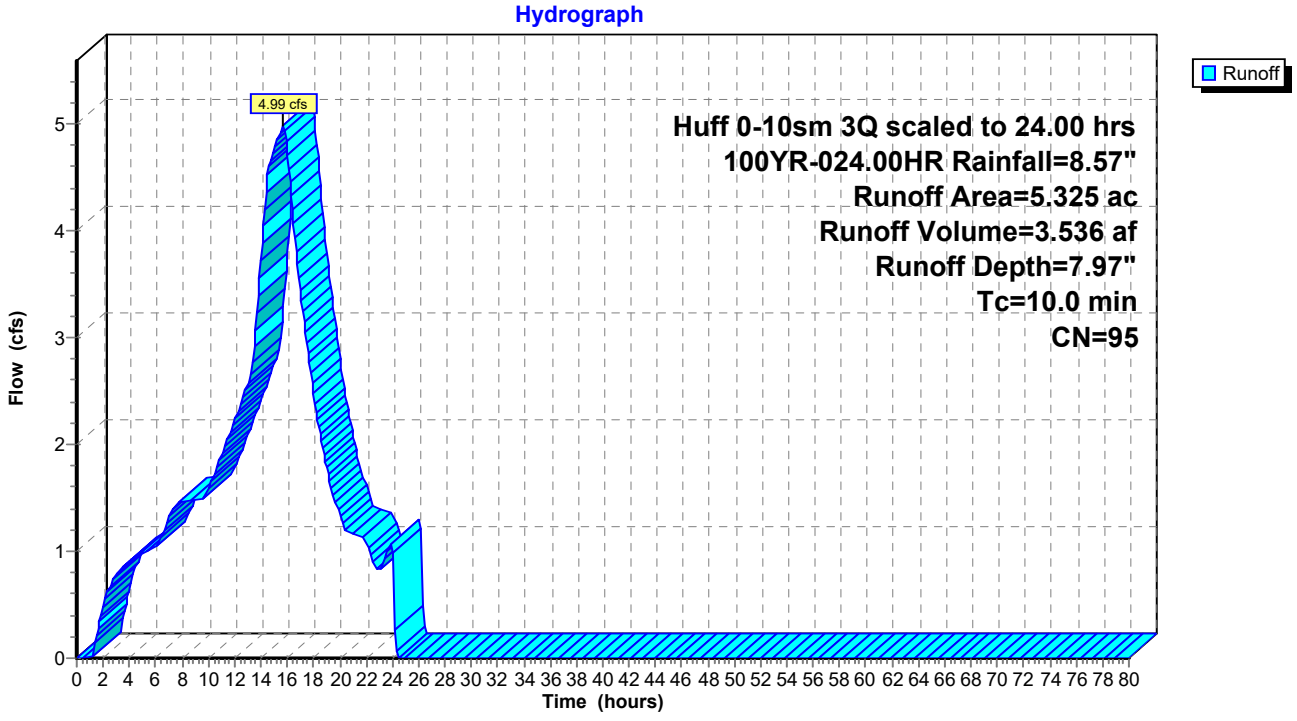
Runoff = 4.99 cfs @ 15.68 hrs, Volume= 3.536 af, Depth= 7.97"
Routed to Pond N-V : NORTH VAULT

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.10 hrs
Huff 0-10sm 3Q scaled to 24.00 hrs 100YR-024.00HR Rainfall=8.57"

Area (ac)	CN	Description
4.515	98	Paved parking, HSG D
0.810	80	>75% Grass cover, Good, HSG D
5.325	95	Weighted Average
0.810		15.21% Pervious Area
4.515		84.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment P-N: NORTH



Summary for Subcatchment P-S: SOUTH

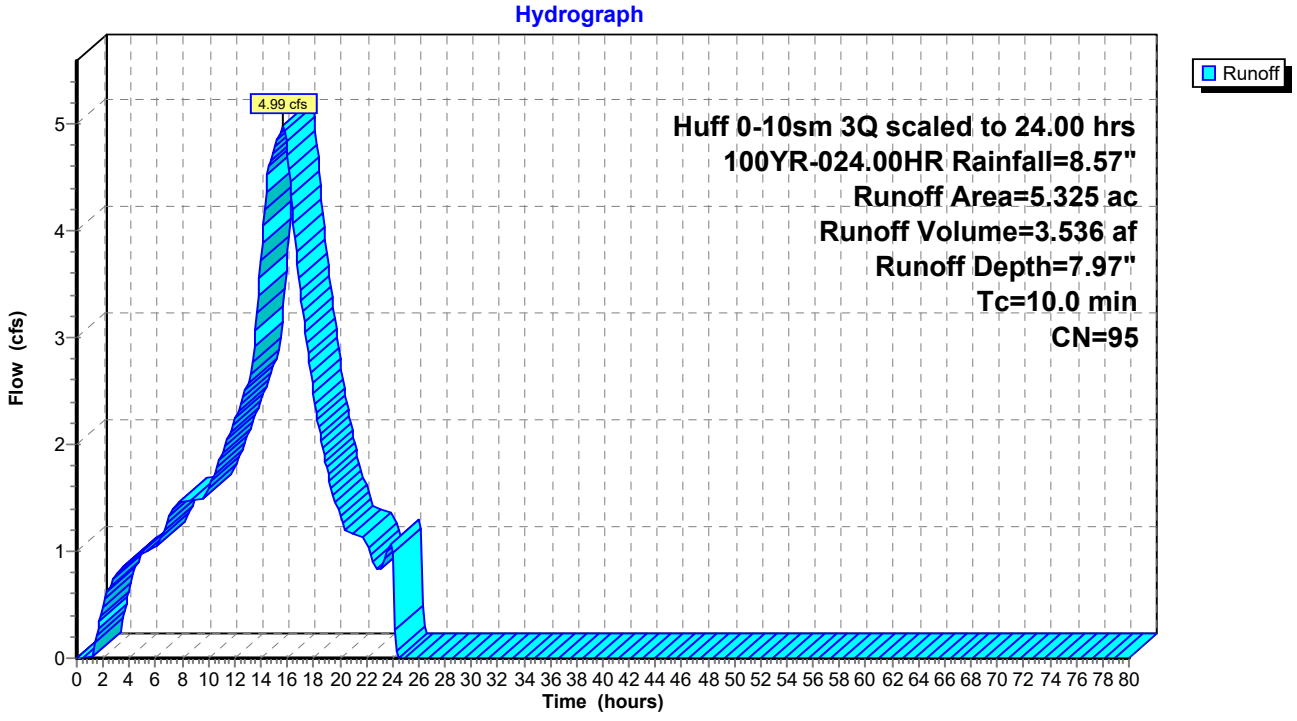
Runoff = 4.99 cfs @ 15.68 hrs, Volume= 3.536 af, Depth= 7.97"
Routed to Pond S-V : SOUTH VAULT

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.10 hrs
Huff 0-10sm 3Q scaled to 24.00 hrs 100YR-024.00HR Rainfall=8.57"

Area (ac)	CN	Description
4.515	98	Paved parking, HSG D
0.810	80	>75% Grass cover, Good, HSG D
5.325	95	Weighted Average
0.810		15.21% Pervious Area
4.515		84.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment P-S: SOUTH



Summary for Subcatchment UNR: UNRESTRICTED AREA

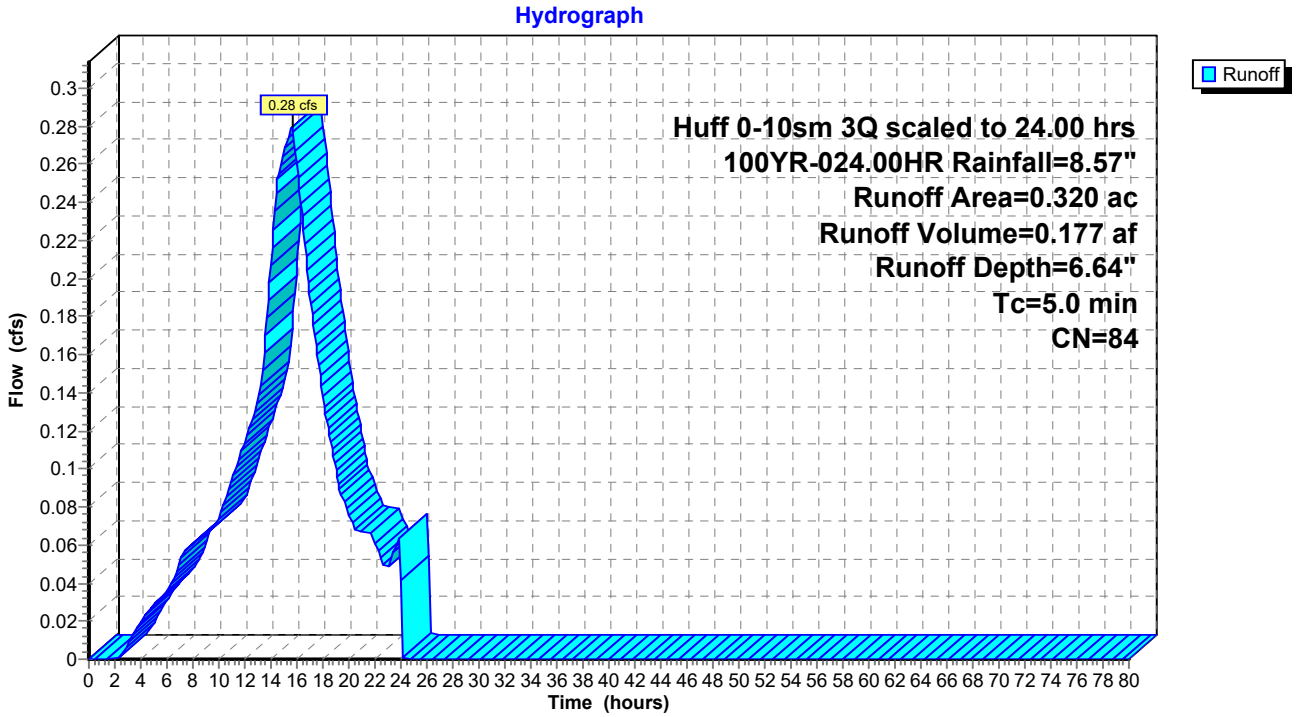
Runoff = 0.28 cfs @ 15.63 hrs, Volume= 0.177 af, Depth= 6.64"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.10 hrs
Huff 0-10sm 3Q scaled to 24.00 hrs 100YR-024.00HR Rainfall=8.57"

Area (ac)	CN	Description
0.320	84	50-75% Grass cover, Fair, HSG D
0.320		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment UNR: UNRESTRICTED AREA



Summary for Pond N-V: NORTH VAULT

Inflow Area = 5.325 ac, 84.79% Impervious, Inflow Depth = 7.97" for 100YR-024.00HR event
Inflow = 4.99 cfs @ 15.68 hrs, Volume= 3.536 af
Outflow = 1.33 cfs @ 20.04 hrs, Volume= 3.386 af, Atten= 73%, Lag= 261.6 min
Primary = 1.33 cfs @ 20.04 hrs, Volume= 3.386 af

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.10 hrs
Peak Elev= 622.27' @ 20.04 hrs Surf.Area= 0.500 ac Storage= 2.134 af

Plug-Flow detention time= 832.1 min calculated for 3.382 af (96% of inflow)
Center-of-Mass det. time= 809.3 min (1,645.6 - 836.2)

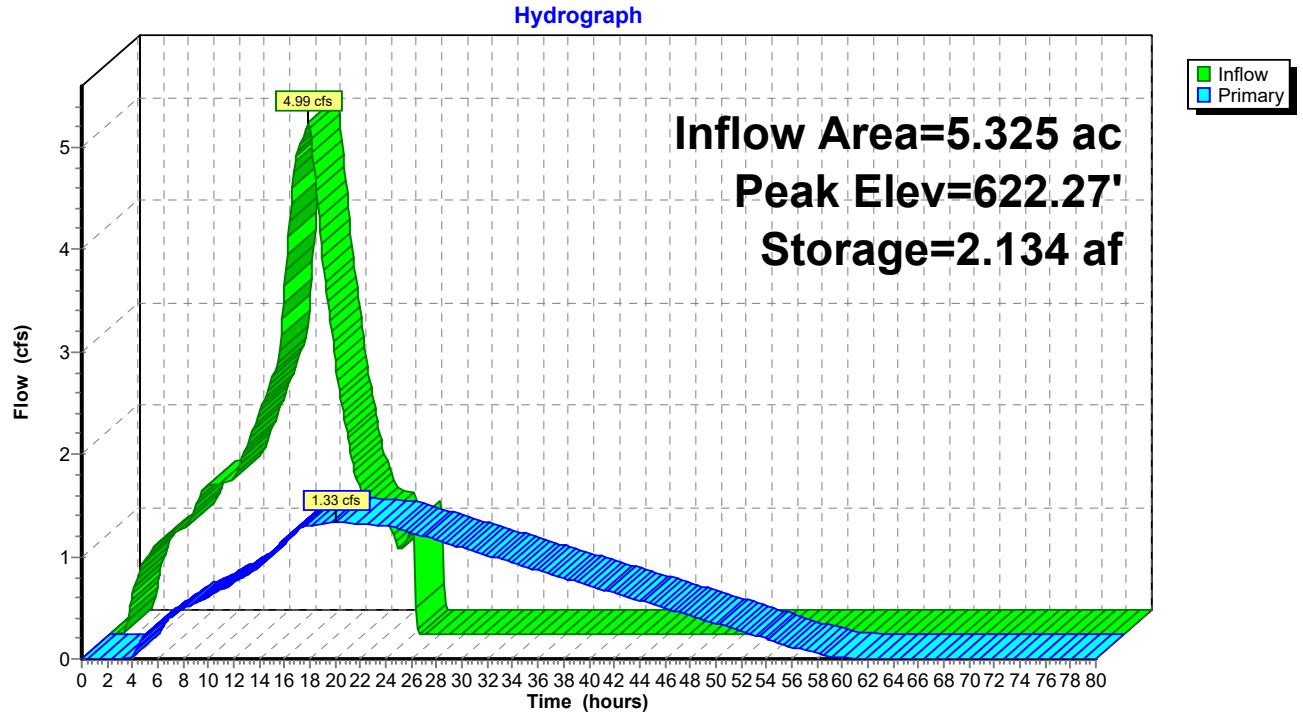
Volume	Invert	Avail.Storage	Storage Description
#1	618.00'	2.250 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
618.00	0.500	0.000	0.000
622.50	0.500	2.250	2.250

Device	Routing	Invert	Outlet Devices
#1	Primary	618.00'	**5.0" Vert. Orifice/Grate** C= 0.610 Limited to weir flow at low heads

Primary OutFlow Max=1.33 cfs @ 20.04 hrs HW=622.27' TW=618.30' (Fixed TW Elev= 618.30')
└**1=Orifice/Grate** (Orifice Controls 1.33 cfs @ 9.75 fps)

Pond N-V: NORTH VAULT



Summary for Pond S-V: SOUTH VAULT

Inflow Area = 5.325 ac, 84.79% Impervious, Inflow Depth = 7.97" for 100YR-024.00HR event
Inflow = 4.99 cfs @ 15.68 hrs, Volume= 3.536 af
Outflow = 1.31 cfs @ 20.09 hrs, Volume= 3.470 af, Atten= 74%, Lag= 264.7 min
Primary = 1.31 cfs @ 20.09 hrs, Volume= 3.470 af

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.10 hrs
Peak Elev= 623.87' @ 20.09 hrs Surf.Area= 0.750 ac Storage= 2.154 af

Plug-Flow detention time= 897.7 min calculated for 3.466 af (98% of inflow)
Center-of-Mass det. time= 889.6 min (1,725.8 - 836.2)

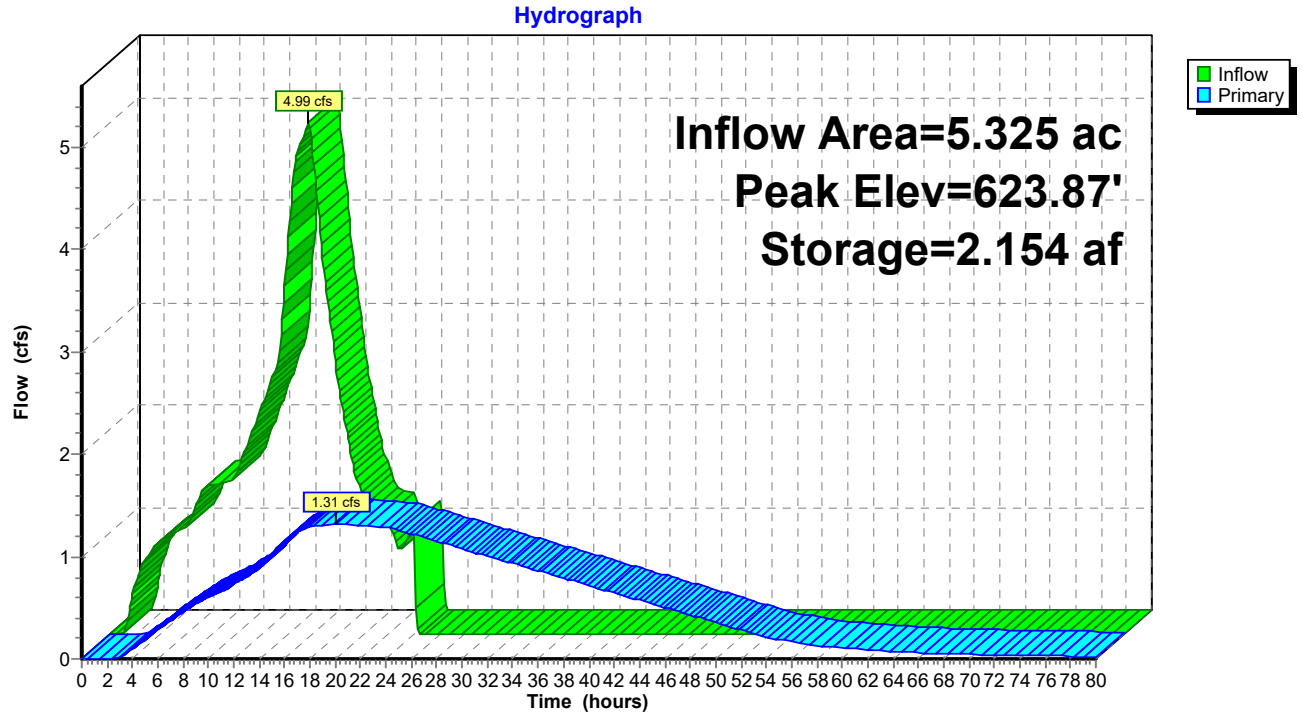
Volume	Invert	Avail.Storage	Storage Description
#1	621.00'	2.250 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
621.00	0.750	0.000	0.000
624.00	0.750	2.250	2.250

Device	Routing	Invert	Outlet Devices
#1	Primary	621.00'	**5.5" Vert. Orifice/Grate** C= 0.610 Limited to weir flow at low heads

Primary OutFlow Max=1.31 cfs @ 20.09 hrs HW=623.87' TW=618.30' (Fixed TW Elev= 618.30')
└**1=Orifice/Grate** (Orifice Controls 1.31 cfs @ 7.96 fps)

Pond S-V: SOUTH VAULT



Traffic Impact Study
Proposed Industrial Building
Morton Grove, Illinois

Prepared For:

Midwest RE Acquisitions, LLC.

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

April 30, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed industrial building to be located in Morton Grove, Illinois. The site, which currently contains two office buildings, is located within the North Grove Corporate Center in the northwest corner of the intersection of Oakton Street with Lehigh Avenue. As proposed, the site will be redeveloped with an approximately 227,608 square-foot industrial building. Access to the development will be provided via four full movement access drives on River Drive and Park Avenue. These roadways operate as the access system for the North Grove Corporate Center and provide connection to Oakton Street and Lehigh Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

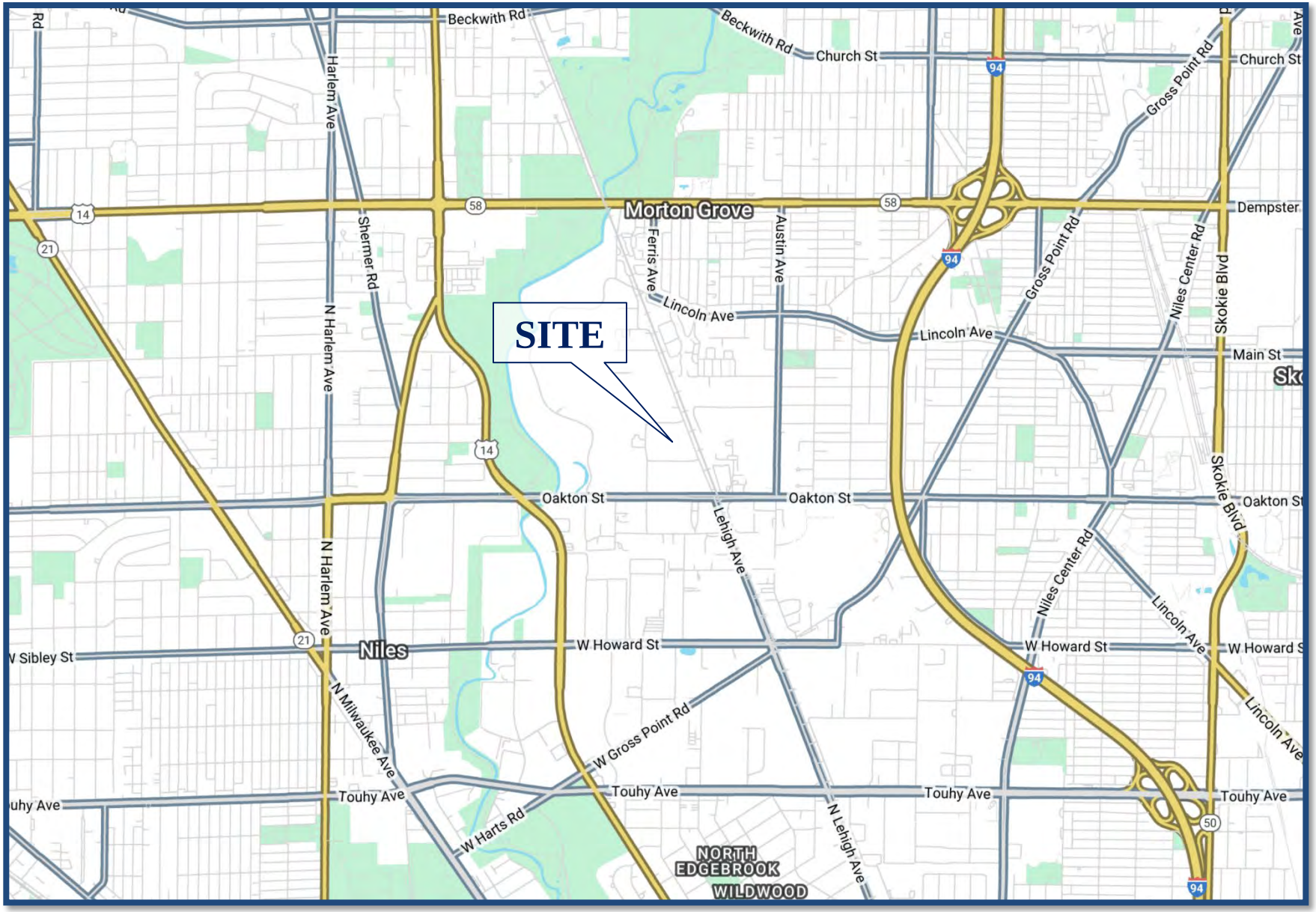
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2025.

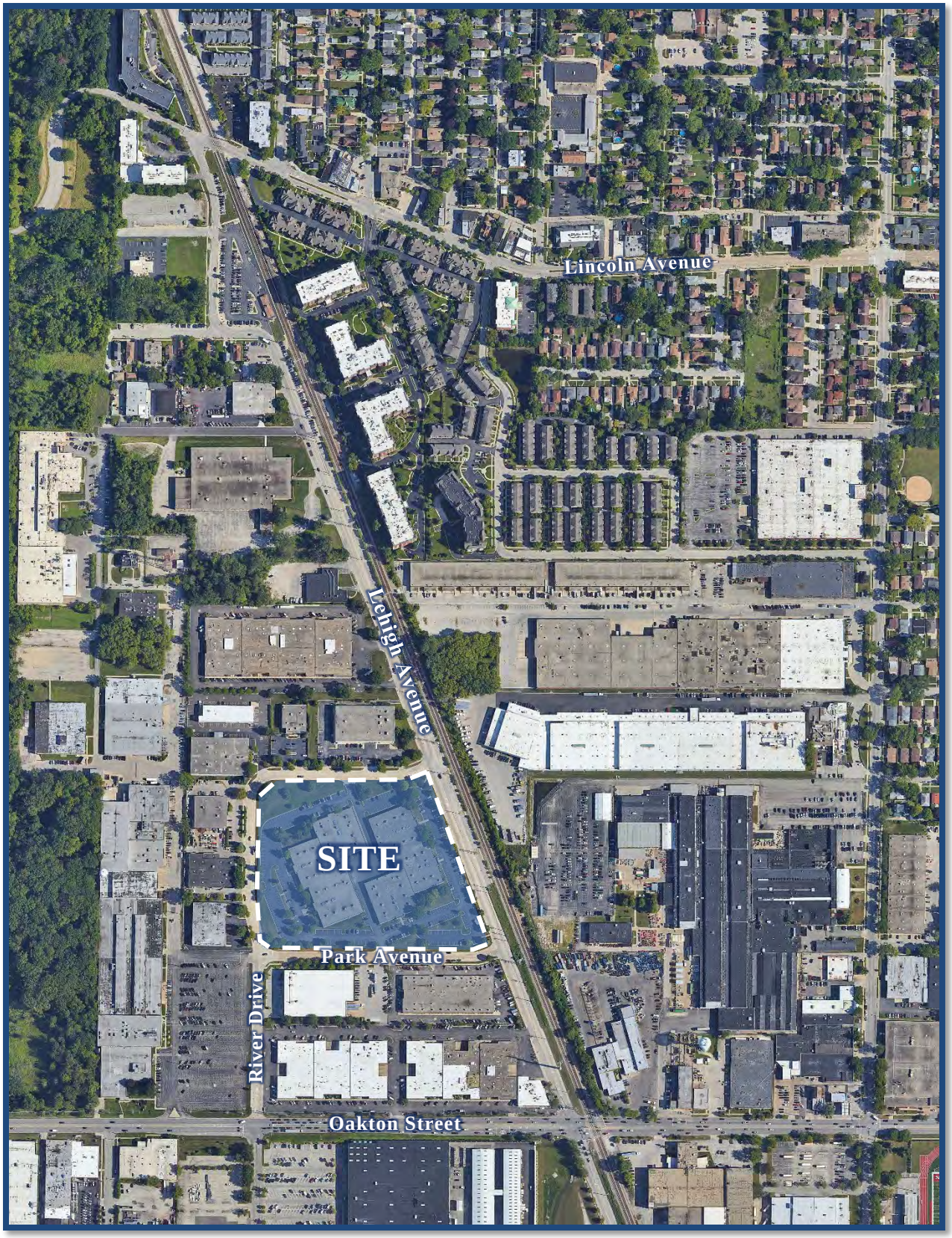
2. Year 2031 No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor as well as the traffic expected to be generated by multiple area developments.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using Year 2031 no-build traffic volumes increased by the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Industrial Building
Morton Grove, Illinois



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

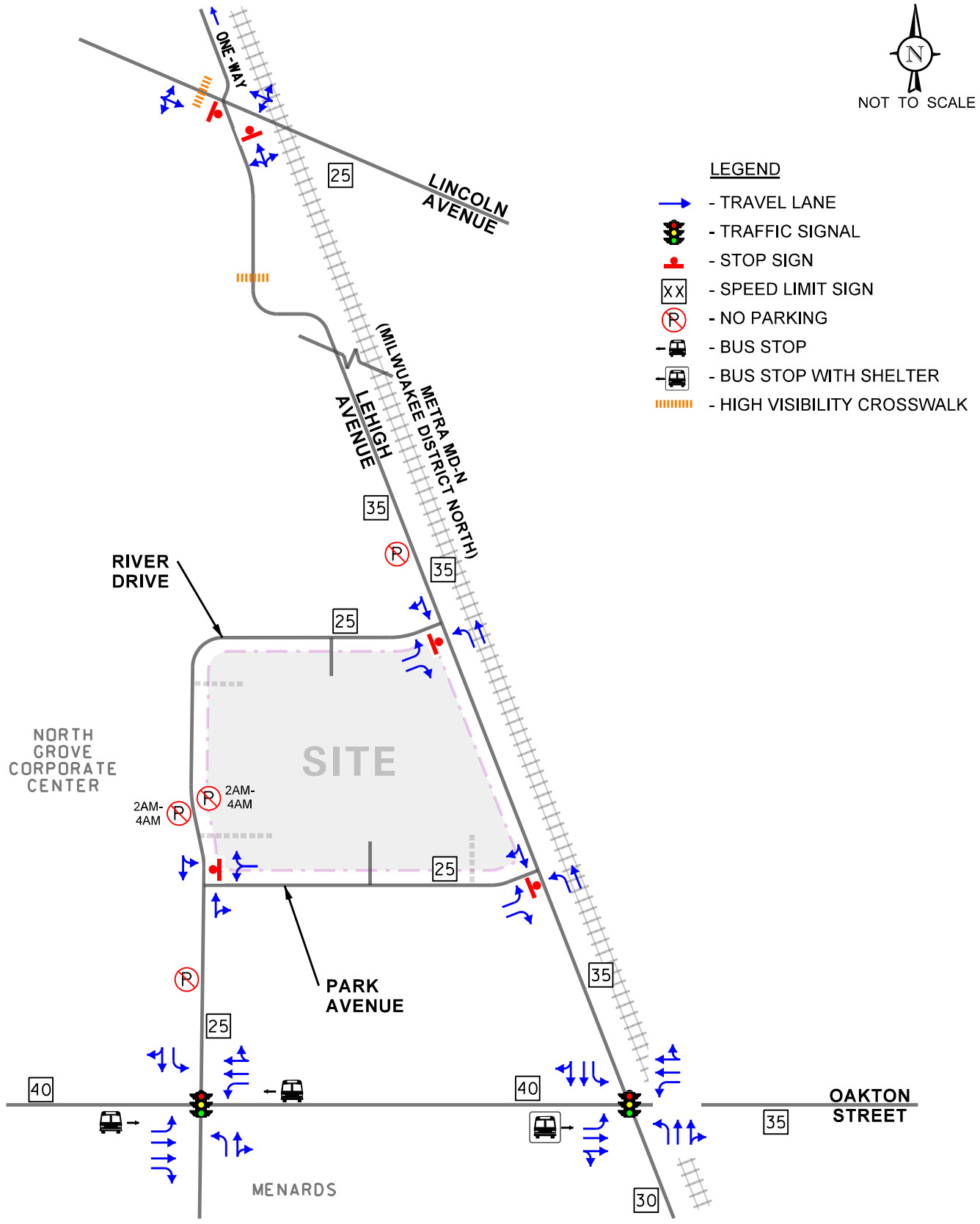
The development site, which currently contains two office buildings, is located within the North Grove Corporate Center. The site is bounded by River Drive to the north and west, Lehigh Avenue to the east, and Park Avenue to the south. Land uses in the vicinity of the site are primarily industrial, warehouse, and distribution with some commercial uses along Oakton Street.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Oakton Street is an east-west, minor arterial roadway that provides two lanes in each direction. At its signalized intersection with Lehigh Avenue, Oakton Street provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. Immediately east of this intersection, Oakton Street has an at-grade crossing with the Milwaukee District North (MD-N) Metra railroad. At its signalized intersection with River Drive, Oakton Street provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach and an exclusive left turn lane, a through lane, and a shared through/right-turn lane on the westbound approach. Oakton Street is under the jurisdiction of Illinois Department of Transportation (IDOT), is not designated as a Strategic Regional Arterial (SRA), and carries an Annual Average Daily Traffic (AADT) volume of 27,300 vehicles (IDOT 2022). Oakton Street has a posted speed limit of 35 miles per hour east of Lehigh Avenue and 40 miles per hour west of Lehigh Avenue.

Lehigh Avenue is a north-south, major collector roadway that extends south from Lincoln Avenue and provides one lane in each direction widening to two lanes in each direction through its intersection with Oakton Street. At its signalized intersection with Oakton Street, Lehigh Avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. At its unsignalized intersections with Park Avenue and River Drive, Lehigh Avenue provides one lane in each direction and northbound left-turn lanes. At its unsignalized intersection with Lincoln Avenue, Lehigh Avenue is aligned opposite and inbound only access drive, provides a shared left-turn/through/right-turn lane on the northbound approach, and is under stop sign control. North of Oakton Street, Lehigh Avenue is under the jurisdiction of the Village of Morton Grove, carries an AADT of 2,950 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour. South of Oakton Street, Lehigh Avenue is under the jurisdiction of IDOT, carries an AADT of 4,700 vehicles (IDOT 2023), and has a posted speed limit of 30 miles per hour.



Industrial Building
Morton Grove, Illinois

Existing Roadway Characteristics

KLOA
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Job No: 25-073 Figure: 3

River Drive is a local roadway that extends north from Oakton Street before turning east and terminating at Lehigh Avenue. River Drive provides one lane in each direction and serves the North Grove Corporate Center. At its signalized intersection with Oakton Street, Lehigh Avenue is aligned opposite an access drive and both approaches provide an exclusive left-turn lane and shared through/right-turn lane. At its unsignalized intersection with Lehigh Avenue, River Drive provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach and is under stop sign control. River Drive is under the jurisdiction of the Village of Morton Grove and has a posted speed limit of 25 miles per hour.

Park Avenue is a local roadway that extends between River Drive and Lehigh Avenue. Park Avenue provides one lane in each direction and serves the North Grove Corporate Center. At its unsignalized intersection with Lehigh Avenue, Park Avenue provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach and is under stop sign control. Park Avenue is under the jurisdiction of the Village of Morton Grove and has a posted speed limit of 25 miles per hour.

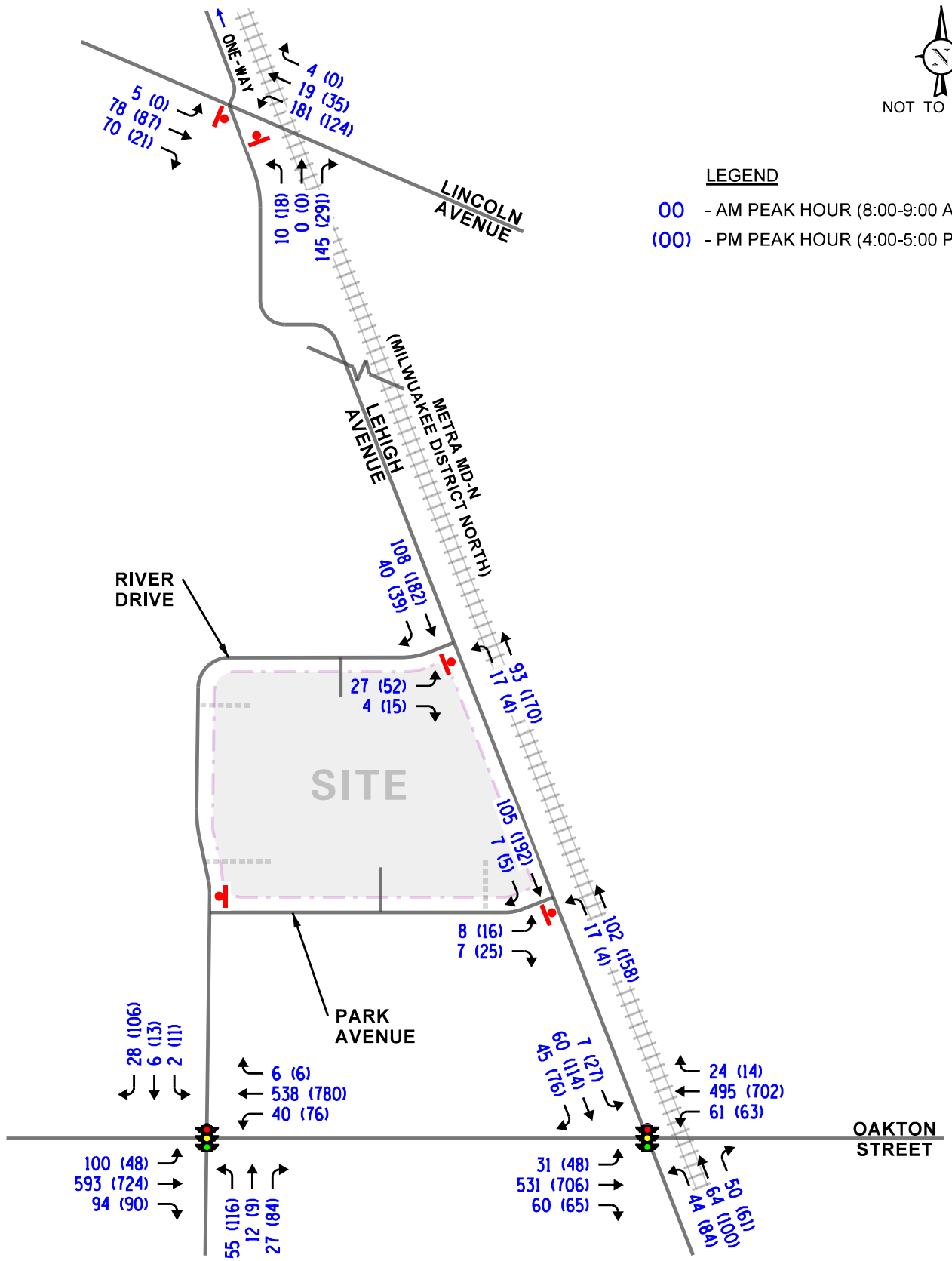
Lincoln Avenue is an east-west, major collector roadway that extends that provides one lane in each direction. At its unsignalized intersection with Lehigh Avenue, Lincoln Avenue provides a shared left-turn/through/right-turn lane on both approaches and the west leg is under stop sign control. This traffic configuration is due to the at-grade crossing with the MD-N railroad on Lincoln Avenue immediately east of this intersection. Lincoln Avenue is under the jurisdiction of the Village of Morton Grove and has posted speed limit of 25 miles per hour. Lincoln Avenue carries an AADT of 1,325 vehicles west of Lehigh Avenue and 3,500 vehicles east of Lehigh Avenue (IDOT 2022).

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, peak period traffic classification counts were conducted at the following intersections:

- Oakton Street with Lehigh Avenue
- Oakton Street with River Drive
- Lehigh Avenue with River Drive
- Lehigh Avenue with Park Avenue
- Lehigh Avenue with Lincoln Avenue

The traffic counts were conducted on Tuesday March 25, 2025 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 7:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur from 8:00 to 9:00 A.M. during the weekday morning peak period and from 4:00 to 5:00 P.M. during the weekday evening peak period. The existing traffic volumes, inclusive of heavy vehicles, are illustrated in **Figure 4.** The existing heavy vehicle traffic volumes are illustrated in **Figure 5**.



Industrial Building
Morton Grove, Illinois

Existing Traffic Volumes

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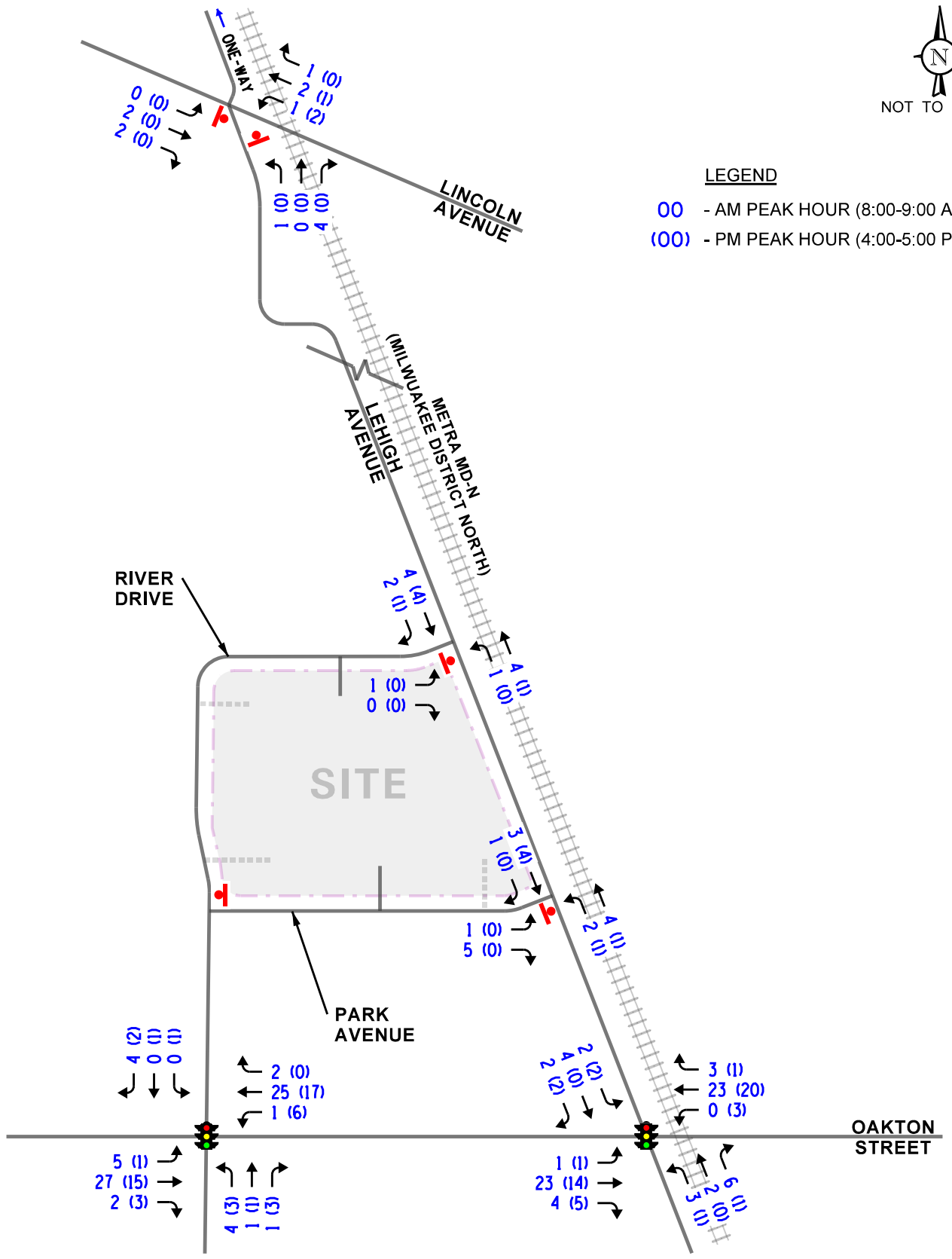
Job No: 25-073 Figure: 4



Industrial Building Morton Grove, Illinois	Existing Pedestrian and Bicycle Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-073 Figure: 5

Crash Analysis

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available five years (2019 to 2023) for the study area signalized intersections. A review of the crash data indicated that only one crash was reported at the intersection of Lehigh Avenue with River Drive, no crashes were reported at the intersection of Lehigh Avenue with Park Avenue, and only two crashes were reported at the intersection of Lehigh Avenue with Lincoln Avenue. Further, no fatalities were reported at any intersection during the review period. **Tables 1** and **2** summarize the crash data for the remaining intersections.

Table 1
OAKTON STREET WITH LEHIGH AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	3	1	0	0	4
2020	0	0	0	1	0	2	0	3
2021	0	0	0	1	0	2	0	3
2022	1	0	0	0	0	6	0	7
2023	1	0	0	1	0	2	1	5
Total	**2**	**0**	**0**	**6**	**1**	**12**	**1**	**22**
Average	**<1.0**	**--**	**--**	**1.2**	**<1.0**	**2.4**	**<1.0**	**4.4**

Table 2
OAKTON STREET WITH RIVER DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	1	0	0	4	0	1	0	6
2020	0	0	0	0	0	1	0	1
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	1	2	0	3
2023	0	0	0	2	0	5	0	7
Total	**1**	**0**	**0**	**6**	**1**	**9**	**0**	**17**
Average	**<1.0**	**--**	**--**	**1.2**	**<1.0**	**1.8**	**--**	**3.4**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped with an approximately 227,608 square foot industrial building with 35 truck docks. The site will provide 212 employee parking spaces. A copy of the preliminary site plan is included in the Appendix. Access to the development will be provided via the following four access drives:

- A full movement access drive on River Drive located approximately 125 feet north of Park Avenue that will serve passenger vehicles only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on River Drive located approximately 700 feet north of Park Avenue that will serve truck traffic only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on River Drive located approximately 335 feet west of Lehigh Avenue that will serve truck traffic only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on Park Avenue located approximately 170 feet west of Lehigh Avenue that will serve passenger vehicles only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

The proposed access system will replace the existing full movement access drives serving the site on Park Avenue and Lehigh Avenue. It should be noted that all truck traffic and passenger vehicles traffic will be separated on site with separate access points. This separation will help improve access efficiency, on-site circulation, and safety.

Truck Routes

Truck approaching and departing the development will be able to utilize the following routes:

- ***Via Lehigh Avenue and Touhy Avenue:*** Approximately one mile south of the site, Lehigh Avenue has a signalized intersection with Touhy Avenue. East of Lehigh Avenue, Touhy Avenue has a free-flow interchange with Interstate 94. West of Lehigh Avenue, Touhy Avenue has a signalized intersection with U.S Route 14 (Caldwell Avenue)

- ***Via Oakton Street to the West:*** West of the site, Oakton Street has signalized intersections with U.S. Route 14, Illinois Route 43 (Harlem Avenue), and Illinois Route 21 (Milwaukee Avenue). U.S. Route 14 can be utilized to travel north to Illinois Route 58 (Dempster Street) which has a free-flow interchange with I-94.

- Truck traffic will be prohibited from travelling to and from the north on Lehigh Avenue as truck traffic is restricted on Lincoln Avenue.

- Truck traffic destined to and from the expressway system should be prohibited from approaching from/departing to the east on Oakton Street with the exception of those that have local and/or nearby destinations.

Directional Distribution

The directions from which employees and trucks will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic. Figure 6 also shows the distance, in feet, between the existing and proposed access drives.

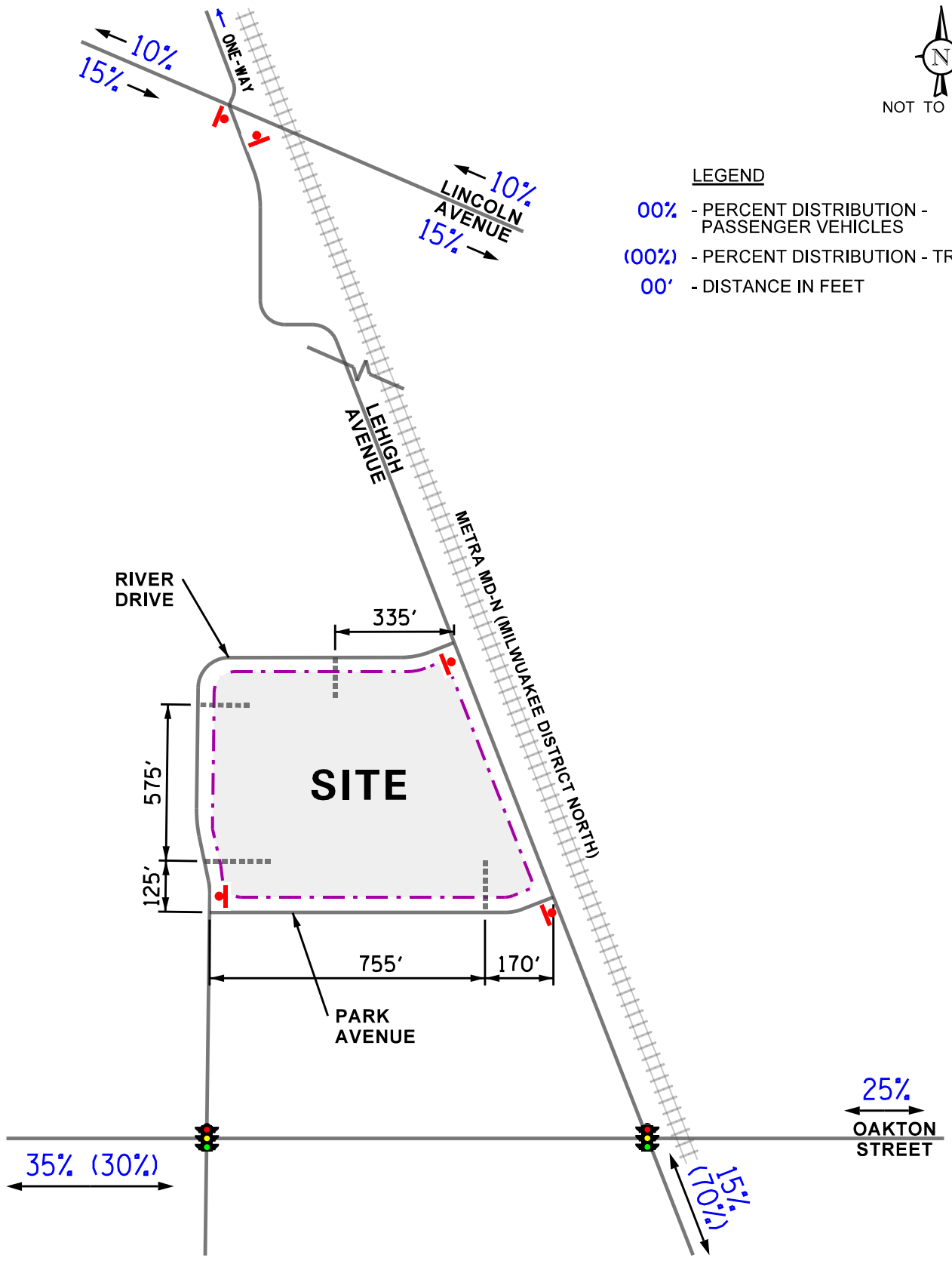
Peak Hour Traffic Volumes

The estimates of traffic to be generated by the development was based upon the proposed land use type and size, The following trip generation rates were used:

- Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition were used to determine the amount of daily and hourly **passenger vehicle** site traffic generated. Land Use Code 110 (General Light Industrial) rates were used.

- The volume of daily **truck** traffic generated was based on surveys conducted by KLOA, Inc, at a similar facility. These surveys indicated a truck trip generation rate of 1.8 trucks per 1,000 square-feet. The hourly truck traffic was based on the estimated daily truck trips and ITE's Hourly Distribution of Entering and Exiting Truck Trips table for LUC 110.

The projected peak hour and daily trips estimated to be generated by the development are shown in **Table 3** and the hourly truck trips estimated to be generated by the development are shown in **Table 4.**



Industrial Building
Morton Grove, Illinois

Directional Distribution

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Job No: 25-073 Figure: 6

Table 3
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION – 227,608 s.f. BUILDING

ITE Land-Use Code	Traffic Type	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
	Truck Trips	19	20	39	6	8	14	205	205	410
110	Passenger Vehicle Trips	136	16	152	20	126	146	424	424	848
Total Trips		**155**	**36**	**191**	**26**	**134**	**160**	**629**	**629**	**1,258**

1 – Equal to Total Site Trips less Truck Trips

Table 4
ESTIMATED 24-HOUR TRUCK TRIP GENERATION

Hour	Proposed Industrial Building – 227,608 s.f.					
	Weekday Morning			Weekday Evening		
	In	Out	Total	In	Out	Total
12:00	0	0	0	19	17	36
1:00	0	0	0	26	26	52
2:00	0	2	2	22	22	44
3:00	0	0	0	20	17	37
4:00	0	0	0	6	8	14
5:00	0	0	0	2	5	7
6:00	0	0	0	0	0	0
7:00	20	11	31	0	0	0
8:00	19	20	39	0	0	0
9:00	31	32	63	0	0	0
10:00	25	36	61	0	0	0
11:00	15	9	24	0	0	0

Based on daily truck trips (Table 3) and ITE's Hourly Distribution of Entering and Exiting Truck Trips table for LUC 110.

Trip Generation Comparison

The site currently contains two office buildings totaling approximately 144,116 square feet. The volume of traffic that could have been generated by these buildings when they were fully occupied was estimated based on ITE trip generation rates for Land Use Code 710 (General Office Building). **Table 5** provides a comparison of the traffic estimated to be generated by the proposed development to the traffic that would be generated by the office buildings. As can be seen, the proposed development is projected to generate fewer total trips than office buildings and as such will have lower impact on area roadways.

Table 5
TRIP GENERATION COMPARISON

Traffic Type	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Development - 227,608 s.f. Industrial Building (ITE Land Use Code 110/Survey)									
Total Trips	**155**	**36**	**191**	**26**	**134**	**160**	**629**	**629**	**1,258**
Truck Trips	19	20	39	6	8	14	205	205	410
Passenger Vehicle Trips	136	16	152	20	126	146	424	424	848
Existing Office Buildings - 144,116 s.f. of Office Space (ITE Land Use Code 710)									
Total Trips	**202**	**27**	**229**	**38**	**187**	**225**	**798**	**798**	**1,596**
Truck Trips	1	0	1	0	1	1	7	7	14
Passenger Vehicle Trips	201	27	228	38	186	224	792	792	1,582
Difference									
Total Trips	**-47**	**9**	**-38**	**-12**	**-53**	**-65**	**-169**	**-169**	**-338**
Truck Trips	+18	+20	+38	+6	+7	+13	+198	+198	+396
Passenger Vehicle Trips	-65	-11	-76	-18	-60	-78	-368	-368	-734

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

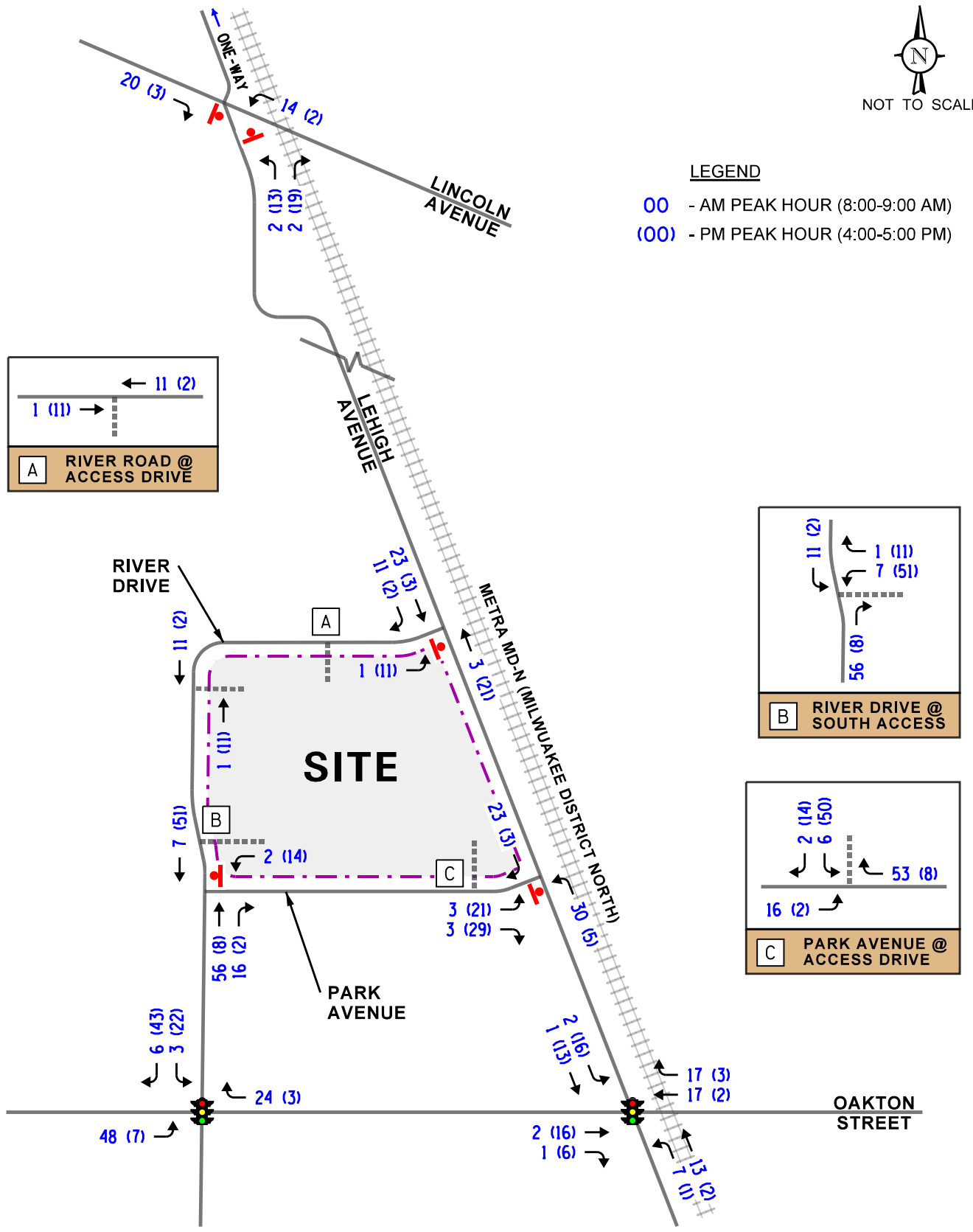
The estimated weekday morning and weekday evening traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 8** illustrates the traffic assignment of the new truck traffic.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the base traffic volumes were increased by an annually compounded growth rate of 0.6 percent per year for six years (buildout year plus five years) for a total of 3.7 percent. A copy of the CMAP letter is included in the Appendix. The Year 2031 no-build traffic volumes, which include the existing traffic volume increased by the ambient growth factor are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic (Figures 7 and 8) was added to the Year 2031 no-build traffic volumes (Figure 9) to determine the Year 2031 total projected traffic volumes, as shown in **Figure 10.** It should be noted that the total projected volumes do not include the removal of any traffic currently generated by the office buildings that occupy the site despite the buildings being partially occupied.



Industrial Building
Morton Grove, Illinois

Site-Generated Traffic Volumes
Passenger Vehicles

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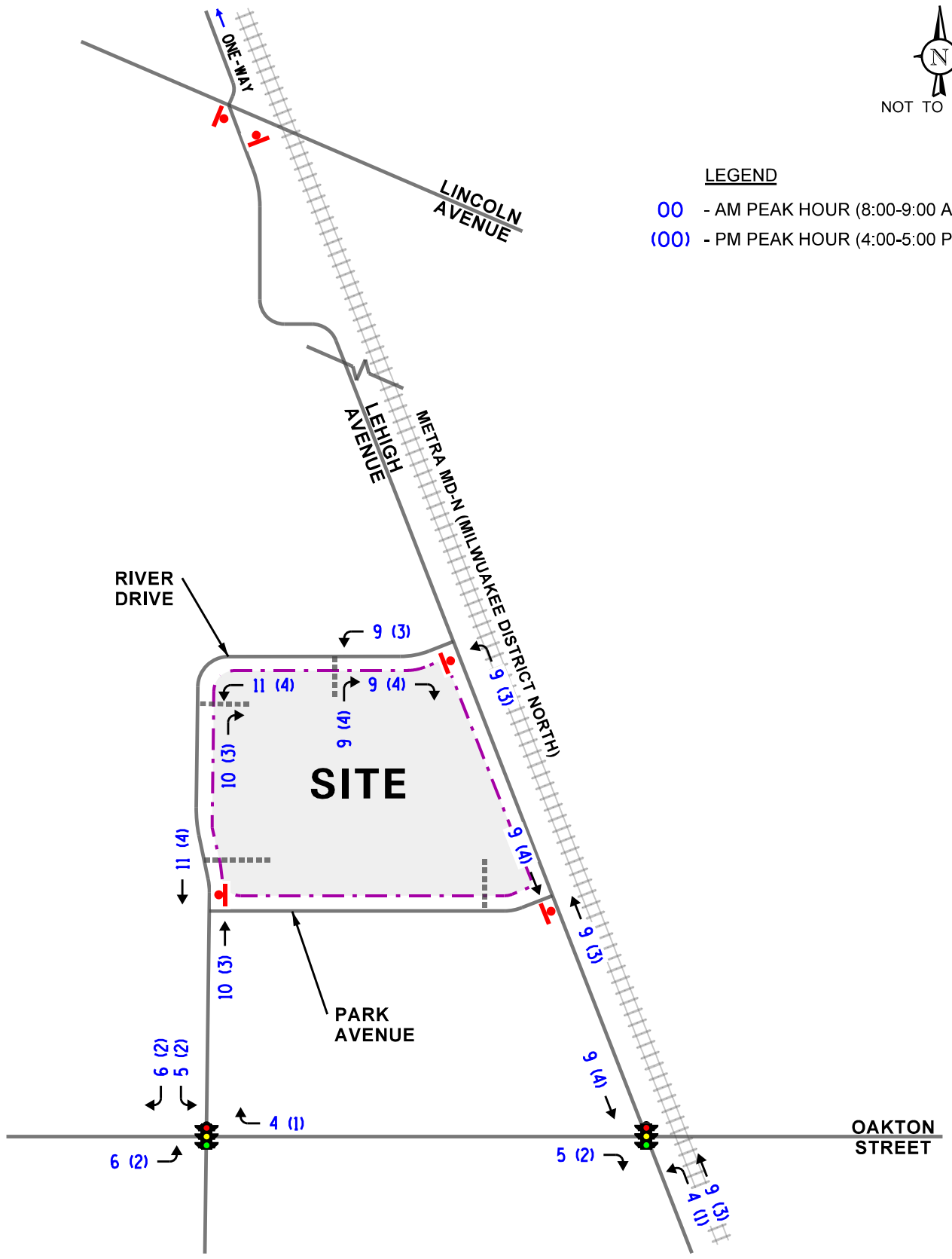
Job No: 25-073 Figure: 7

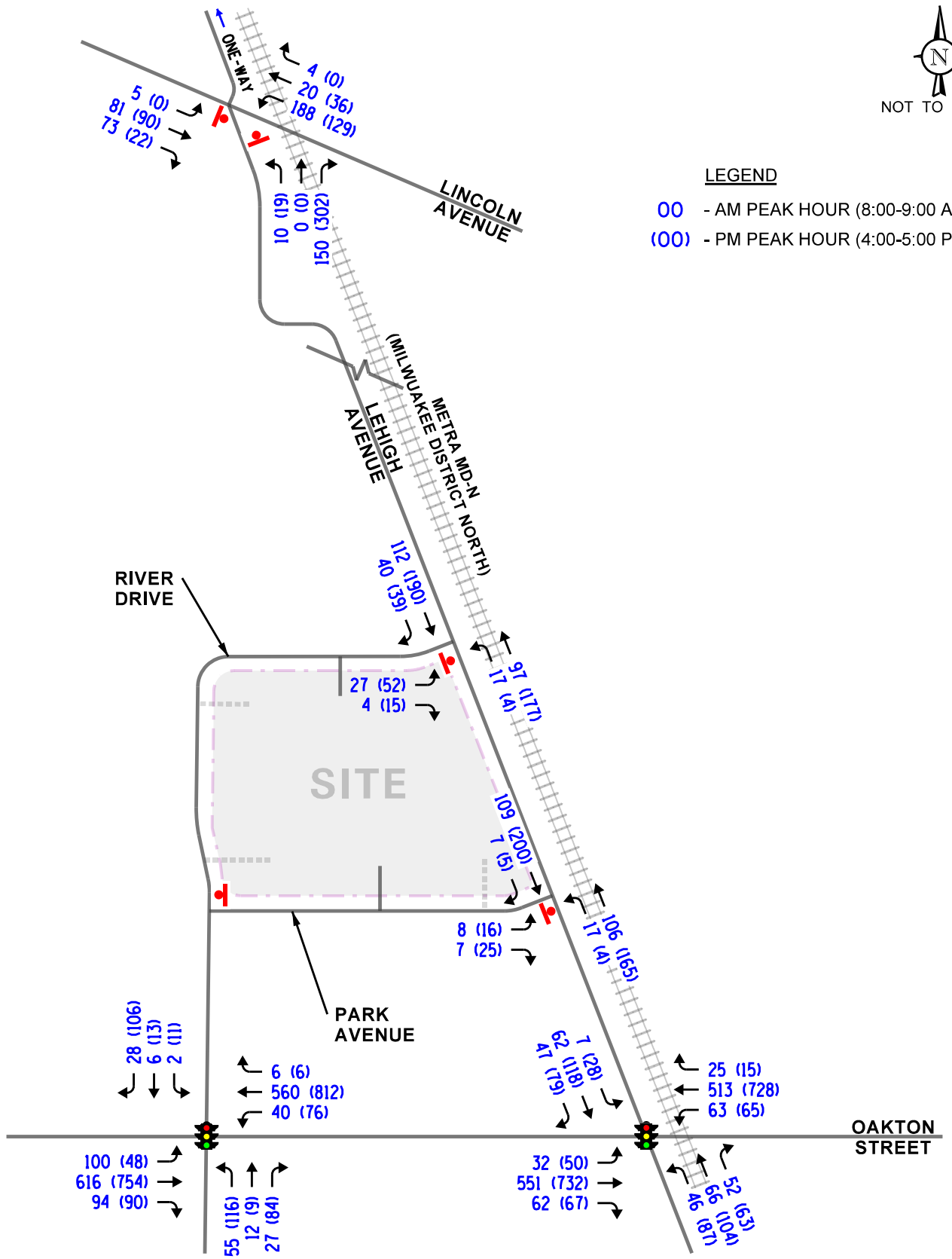


Industrial Building
Morton Grove, Illinois

Site-Generated Traffic Volumes
Trucks

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-073 Figure: 8



Industrial Building
Morton Grove, Illinois

Year 2031 No-Build Traffic Volumes

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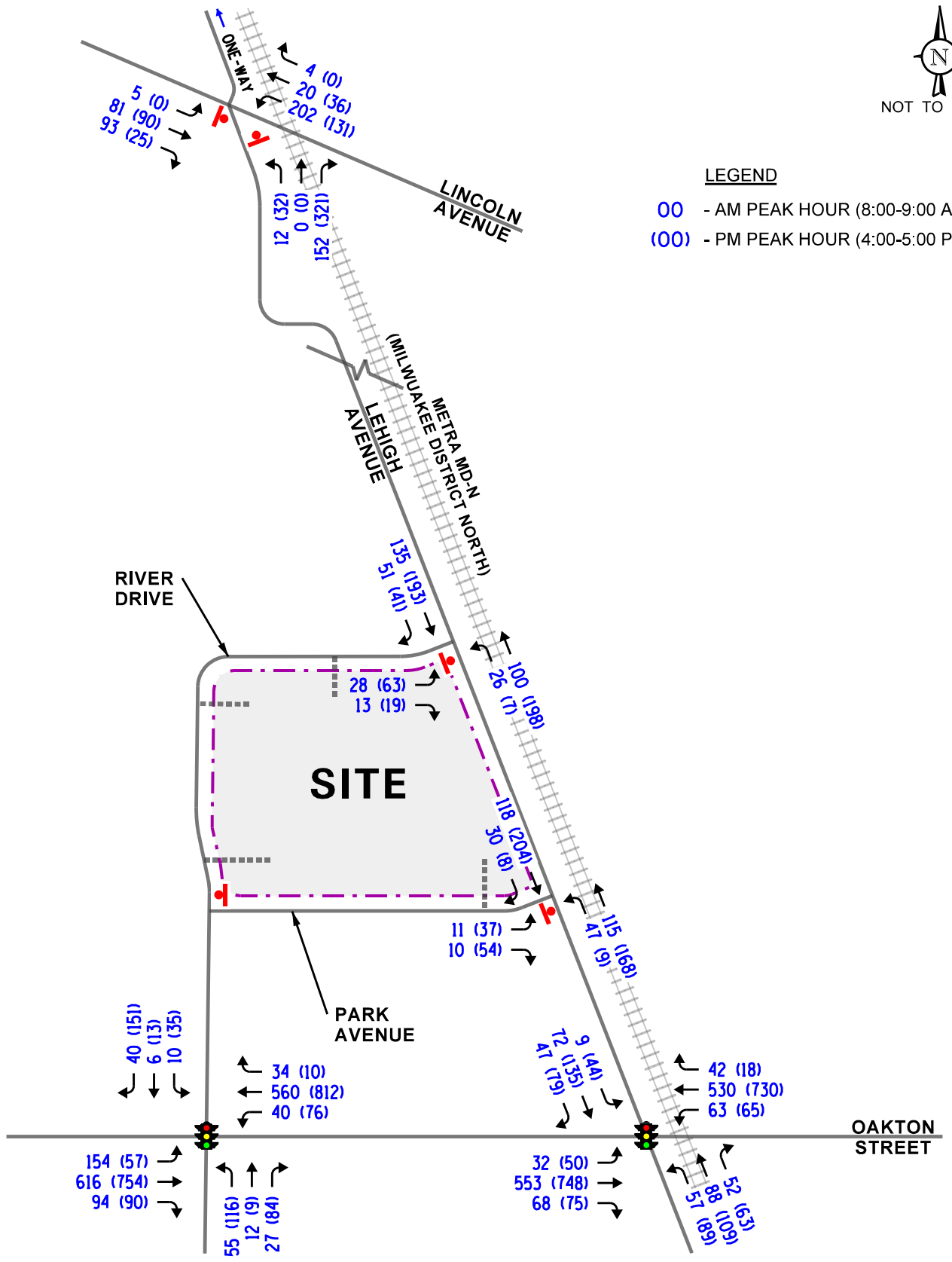
Job No: 25-073 Figure: 9



Industrial Building
Morton Grove, Illinois

Year 2031 Total Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-073 Figure: 9

6. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing, Year 2031 no-build, and Year 2031 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 6** through **10.** A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – OAKTON STREET WITH LEHIGH AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 4.3	A 7.2	A 5.7	A 9.8	C 31.7	D 37.6	C 28.0	D 44.7	B 13.9
		A - 7.1		A - 9.4		D - 36		D - 43.7		
	Weekday Evening	A 5.4	A 9.3	A 7	B 12.8	C 35	D 43.9	C 31.1	D 50.1	B 18.2
		A - 9.1		B - 12.4		D - 40.8		D - 47.7		
No-Build Conditions	Weekday Morning	A 4.5	A 7.9	A 6.1	B 10.5	C 30.4	D 36.0	C 27.9	D 44.7	B 14.2
		A - 7.7		B - 10.1		C - 34.4		D - 43.8		
	Weekday Evening	A 5.5	A 9.5	A 7.2	B 13.1	D 35.0	D 43.9	C 31.0	D 50.0	B 18.4
		A - 9.3		B - 12.7		D - 40.8		D - 47.6		
Total Projected Conditions	Weekday Morning	A 4.8	A 8.3	A 6.5	B 11.2	C 30.6	D 35.9	C 27.2	D 45.0	B 15.2
		A – 8.1		B - 10.8		C - 34.4		D – 43.7		
	Weekday Evening	A 5.6	A 9.5	A 7.5	B 13.6	C 34.5	D 46.1	C 31.2	D 50.0	B 19.0
		A - 9.3		B – 13.1		D - 42.1		D - 46.8		

Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 7
CAPACITY ANALYSIS RESULTS – OAKTON STREET WITH RIVER DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound		Southbound		Overall
		L	T	R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 5.5	A 9.4	A 9.7	A 4.2	A 7.3	C 33.2	D 37.0	C 27.5	D 46.3	B 10.7
		A - 8.9			A - 7.1		C - 34.8		D - 45.3		
	Weekday Evening	A 8.9	B 16.2	B 15	A 6.7	B 10.5	C 31.9	D 35.5	C 26.5	E 59.0	B 17.7
		B - 15.7			B - 10.2		C - 33.5		E - 56.3		
No-Build Conditions	Weekday Morning	A 5.5	A 9.4	A 9.7	A 4.3	A 7.3	C 33.2	D 37.0	C 27.5	D 46.3	B 10.7
		A - 8.9			A - 7.1		C - 34.8		D - 45.3		
	Weekday Evening	A 8.9	B 16.4	B 15	A 6.7	B 10.5	C 31.9	D 35.5	C 26.5	E 59.0	B 17.7
		B - 15.9			B - 10.2		C - 33.5		E - 56.3		
Total Projected Conditions	Weekday Morning	A 6.1	B 10.1	B 10.4	A 4.6	A 7.5	C 31.9	D 36.2	C 27.8	D 47.9	B 11.5
		A - 9.9			A - 7.3		C – 33.7		D - 44.4		
	Weekday Evening	A 9.9	B 17.9	B 16.0	A 7.3	B 11.8	C 30.6	D 39.1	C 26.8	E 61.7	B 19.9
		B - 17.2			B - 11.4		C - 34.4		E - 55.7		

Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 8
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS– UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lehigh Avenue with River Drive				
• Eastbound Left Turn	B	10.4	B	11.5
• Eastbound Right Turn	A	9.0	A	9.4
• Northbound Left Turn	A	7.6	A	7.7
Lehigh Avenue with Park Avenue				
• Eastbound Left Turn	B	10.4	B	11.0
• Eastbound Right Turn	A	9.7	A	9.4
• Northbound Left Turn	A	7.6	A	7.9
Lehigh Avenue with Lincoln Avenue				
• ICU Level of Service	A	39.4%	A	41.0%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 9
CAPACITY ANALYSIS RESULTS – NO BUILD CONDITIONS– UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lehigh Avenue with River Drive				
• Eastbound Left Turn	B	10.5	B	11.6
• Eastbound Right Turn	A	9.0	A	9.4
• Northbound Left Turn	A	7.6	A	7.7
Lehigh Avenue with Park Avenue				
• Eastbound Left Turn	B	10.4	B	11.1
• Eastbound Right Turn	A	9.7	A	9.5
• Northbound Left Turn	A	7.6	A	7.9
Lehigh Avenue with Lincoln Avenue				
• ICU Level of Service	A	40.5%	A	42.1%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 10
CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED CONDITIONS– UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lehigh Avenue with River Drive				
• Eastbound Left Turn	B	11.0	B	12.1
• Eastbound Right Turn	B	10.1	A	9.8
• Northbound Left Turn	A	8.1	A	8.2
Lehigh Avenue with Park Avenue				
• Eastbound Left Turn	B	11.4	B	11.5
• Eastbound Right Turn	A	9.7	A	9.7
• Northbound Left Turn	A	7.7	A	7.8
Lehigh Avenue with Lincoln Avenue				
• ICU Level of Service	A	42.8%	A	44.1%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Oakton Street with Lehigh Avenue

The results of the capacity analysis indicate that this intersection currently operates at an overall Level of Service (LOS) B during the weekday morning peak and weekday evening peak hour. Furthermore, all movements currently operate at LOS D or better during both peak hours and through movements on Oakton Street operate at LOS B or better. It should be noted this intersection is adjacent to an at-grade railroad crossing and westbound movements stop on the far side (east side) of the railroad. Oakton Street movements do experience additional delay during train events. However, trains were not observed to stop in the crossing and a majority of train events were less than one minute in length. The traffic signal is programmed with a westbound clearance phase to accommodate these train events.

Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at LOS B during both peak hours with increases in delay of one second or less. Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than six percent during the peak hours. As such, the proposed development is projected to have a limited impact on the operation of this intersection and no roadway improvements or traffic control modifications are recommended or required.

Oakton Street with River Drive

The results of the capacity analysis indicate that this intersection currently operates at an overall LOS B during the weekday morning peak and weekday evening peak hour. Furthermore, all movements currently operate at LOS E or better during both peak hours and through movements on Oakton Street operate at LOS B or better. Under Year 2031 no-build conditions this intersection is projected to operate at the same LOS during both peak hours.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at LOS B during both peak hours with increases in delay of approximately two seconds or less over no-build conditions. The following should be noted:

- Eastbound left turn 95th percentile queues, which include site traffic entering North Grove Corporate Center, will continue to be accommodated within the existing turn lane.

- Southbound 95th percentile queues, which include site traffic existing North Grove Corporate Center, will continue to be accommodated within the existing turn lanes.

- All movements will continue to operate at LOS E or better during both peak hours and through movements on Oakton Street will continue to operate at LOS B or better.

As such, this intersection can adequately accommodate development-generated traffic and no roadway improvements or traffic control modifications are recommended or required.

Lehigh Avenue with River Drive and Park Avenue

The results of the capacity analysis indicate all critical movements at these intersections currently operates at LOS B or better during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, all movements are projected to continue to operate at LOS B or better during both peak hours with increases in delay of less than one second. The following should be noted:

- These access drives will carry development generated traffic entering and exiting the North Grove Corporate Center.

- Eastbound 95th percentile right-turn queues and northbound 95th percentile left-turn queues at both intersections can be accommodated within the existing turn lanes.

- When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT *Bureau of Design and Environment* (BDE) Manual, southbound right-turn lanes are not warranted at either intersection during either peak hour.

As such, this intersection can adequately accommodate development-generated traffic and no roadway improvements or traffic control modifications are recommended or required.

Lehigh Avenue with Lincoln Avenue

Because of the traffic control configuration of this intersection, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity. Based on the ICU analysis, the intersection currently utilizes approximately 39 to 41 percent of the capacity of the intersection. Under total projected conditions, it is projected that the intersection will utilize approximately 43 to 44 percent of the capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

It should be noted this intersection is immediately adjacent to an at-grade railroad crossing and westbound movements stop on the far side (east side) of the railroad. However, trains were not observed to stop in the crossing and a majority of train events were less than one minute in length.

It is important to note that the proposed development will not add any truck traffic to this intersection. The proposed development is projected to have a limited impact on the operation of this intersection and no roadway improvements or traffic control modifications are recommended or required.

Proposed Site Access System

As proposed access to the site will be provided via the following four access drives.

- A full movement access drive on River Drive located approximately 125 feet north of Park Avenue that will serve passenger vehicles only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on River Drive located approximately 700 feet north of Park Avenue that will serve truck traffic only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on River Drive located approximately 335 feet west of Lehigh Avenue that will serve truck traffic only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive on Park Avenue located approximately 170 feet west of Lehigh Avenue that will serve passenger vehicles only. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

The proposed access system is projected to operate acceptably given the following:

- The access drives will be on River Drive and Park Avenue which are local roads that carry a limited volume of traffic.

- Passenger vehicles and truck traffic will be separated with separate access points.

- All vehicles will be able to utilize any access point to the North Grove Corporate Center.

As such, the proposed access system will adequately accommodate site-generated traffic.

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, the site will be redeveloped with an approximately 227,608 square-foot industrial building.
- The proposed development will generate less total traffic than the office buildings that currently occupy the site could have generated when they were fully occupied.
- The signalized intersections of Oakton Street with Lehigh Avenue and River Drive have sufficient reserve capacity to accommodate site-generated traffic.
- The development will be located within the North Grove Corporate Center and will utilize the existing access system serving the center of River Drive and Park Avenue.
    - This access system will adequately accommodate site-generated traffic.
    - Southbound right-turn lanes will not be warranted on Lehigh Avenue at River Drive or Park Avenue
- Within the center, access to the development will be provided via four full movement access drives on River Drive and Park Avenue.
    - Passenger vehicles and truck traffic will be separated on-site with separate access points.
    - All vehicles will be able to utilize any access point to the North Grove Corporate Center.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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Count Name: Lehigh Avenue with Oakton Street
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Data

Start Time	Oakton Street Eastbound						Oakton Street Westbound						Lehigh Avenue Northbound						Lehigh Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	5	57	5	0	67	0	15	63	8	0	86	0	7	9	1	0	17	0	1	5	4	0	10	180
6:15 AM	0	12	68	6	0	86	0	5	78	6	0	89	0	9	10	5	0	24	0	2	7	10	0	19	218
6:30 AM	0	10	119	7	0	136	0	6	96	3	0	105	0	7	10	7	0	24	0	0	8	4	0	12	277
6:45 AM	0	7	114	6	0	127	0	4	86	12	0	102	0	9	22	11	0	42	0	1	9	7	0	17	288
Hourly Total	0	34	358	24	0	416	0	30	323	29	0	382	0	32	51	24	0	107	0	4	29	25	0	58	963
7:00 AM	0	6	100	9	1	115	0	9	118	9	0	136	0	10	24	11	0	45	0	5	12	7	0	24	320
7:15 AM	0	6	109	18	0	133	0	15	105	13	0	133	0	6	14	12	1	32	0	5	18	4	0	27	325
7:30 AM	0	10	114	13	0	137	0	7	130	16	0	153	0	12	18	4	0	34	1	5	7	8	0	21	345
7:45 AM	0	10	126	14	0	150	0	26	95	7	1	128	0	9	15	8	2	32	0	3	19	8	0	30	340
Hourly Total	0	32	449	54	1	535	0	57	448	45	1	550	0	37	71	35	3	143	1	18	56	27	0	102	1330
8:00 AM	0	8	107	15	0	130	0	14	113	5	2	132	0	19	18	13	2	50	0	2	18	11	0	31	343
8:15 AM	0	10	151	15	0	176	0	11	125	6	0	142	0	9	18	14	1	41	0	2	9	13	0	24	383
8:30 AM	0	4	123	13	0	140	0	15	132	7	0	154	0	5	9	11	1	25	0	2	19	10	0	31	350
8:45 AM	0	9	150	17	0	176	0	21	125	6	0	152	0	11	19	12	0	42	0	1	8	11	0	20	390
Hourly Total	0	31	531	60	0	622	0	61	495	24	2	580	0	44	64	50	4	158	0	7	54	45	0	106	1466
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	10	166	16	0	192	0	19	181	4	1	204	0	30	18	12	0	60	0	8	31	19	0	58	514
4:15 PM	0	14	164	11	1	189	0	18	164	4	0	186	0	16	24	17	0	57	0	3	25	21	0	49	481
4:30 PM	0	11	167	18	0	196	0	10	172	3	0	185	0	22	30	20	0	72	0	9	32	18	0	59	512
4:45 PM	0	13	179	20	0	212	0	16	178	3	0	197	0	16	21	12	0	49	0	7	26	18	0	51	509
Hourly Total	0	48	676	65	1	789	0	63	695	14	1	772	0	84	93	61	0	238	0	27	114	76	0	217	2016
5:00 PM	1	9	158	16	0	184	0	16	162	1	0	179	0	20	14	23	0	57	0	3	35	12	0	50	470
5:15 PM	0	11	199	30	1	240	0	14	183	3	0	200	0	29	16	20	0	65	0	9	20	17	0	46	551
5:30 PM	0	5	205	17	1	227	0	17	156	0	0	173	0	18	15	11	0	44	0	1	22	10	0	33	477
5:45 PM	0	8	177	23	1	208	0	15	158	2	0	175	0	15	10	19	1	44	0	11	29	23	0	63	490
Hourly Total	1	33	739	86	3	859	0	62	659	6	0	727	0	82	55	73	1	210	0	24	106	62	0	192	1988
6:00 PM	0	9	128	16	0	153	0	9	124	0	0	133	0	25	17	9	0	51	0	7	20	12	0	39	376
6:15 PM	0	12	160	20	0	192	0	14	158	1	0	173	0	13	16	14	1	43	0	5	21	17	0	43	451
6:30 PM	0	6	127	19	0	152	0	9	135	4	0	148	0	13	17	10	0	40	0	5	13	11	0	29	369
6:45 PM	0	5	145	9	0	159	0	14	121	2	0	137	0	16	9	7	0	32	0	1	10	11	0	22	350
Hourly Total	0	32	560	64	0	656	0	46	538	7	0	591	0	67	59	40	1	166	0	18	64	51	0	133	1546
Grand Total	1	210	3313	353	5	3877	0	319	3158	125	4	3602	0	346	393	283	9	1022	1	98	423	286	0	808	9309
Approach %	0.0	5.4	85.5	9.1	-	-	0.0	8.9	87.7	3.5	-	-	0.0	33.9	38.5	27.7	-	-	0.1	12.1	52.4	35.4	-	-	-
Total %	0.0	2.3	35.6	3.8	-	41.6	0.0	3.4	33.9	1.3	-	38.7	0.0	3.7	4.2	3.0	-	11.0	0.0	1.1	4.5	3.1	-	8.7	-
Lights	1	204	3214	326	-	3745	0	301	3066	122	-	3489	0	327	386	268	-	981	1	94	416	281	-	792	9007

% Lights	100.0	97.1	97.0	92.4	-	96.6	-	94.4	97.1	97.6	-	96.9	-	94.5	98.2	94.7	-	96.0	100.0	95.9	98.3	98.3	-	98.0	96.8
Buses	0	0	19	4	-	23	0	1	17	0	-	18	0	10	0	1	-	11	0	0	0	0	-	0	52
% Buses	0.0	0.0	0.6	1.1	-	0.6	-	0.3	0.5	0.0	-	0.5	-	2.9	0.0	0.4	-	1.1	0.0	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	3	61	13	-	77	0	14	58	3	-	75	0	4	5	9	-	18	0	3	4	4	-	11	181
% Single-Unit Trucks	0.0	1.4	1.8	3.7	-	2.0	-	4.4	1.8	2.4	-	2.1	-	1.2	1.3	3.2	-	1.8	0.0	3.1	0.9	1.4	-	1.4	1.9
Articulated Trucks	0	3	18	9	-	30	0	3	16	0	-	19	0	5	0	5	-	10	0	1	2	1	-	4	63
% Articulated Trucks	0.0	1.4	0.5	2.5	-	0.8	-	0.9	0.5	0.0	-	0.5	-	1.4	0.0	1.8	-	1.0	0.0	1.0	0.5	0.3	-	0.5	0.7
Bicycles on Road	0	0	1	1	-	2	0	0	1	0	-	1	0	0	2	0	-	2	0	0	1	0	-	1	6
% Bicycles on Road	0.0	0.0	0.0	0.3	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Start Time	Oakton Street Eastbound						Oakton Street Westbound						Lehigh Avenue Northbound						Lehigh Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	8	107	15	0	130	0	14	113	5	2	132	0	19	18	13	2	50	0	2	18	11	0	31	343
8:15 AM	0	10	151	15	0	176	0	11	125	6	0	142	0	9	18	14	1	41	0	2	9	13	0	24	383
8:30 AM	0	4	123	13	0	140	0	15	132	7	0	154	0	5	9	11	1	25	0	2	19	10	0	31	350
8:45 AM	0	9	150	17	0	176	0	21	125	6	0	152	0	11	19	12	0	42	0	1	8	11	0	20	390
Total	0	31	531	60	0	622	0	61	495	24	2	580	0	44	64	50	4	158	0	7	54	45	0	106	1466
Approach %	0.0	5.0	85.4	9.6	-	-	0.0	10.5	85.3	4.1	-	-	0.0	27.8	40.5	31.6	-	-	0.0	6.6	50.9	42.5	-	-	-
Total %	0.0	2.1	36.2	4.1	-	42.4	0.0	4.2	33.8	1.6	-	39.6	0.0	3.0	4.4	3.4	-	10.8	0.0	0.5	3.7	3.1	-	7.2	-
PHF	0.000	0.775	0.879	0.882	-	0.884	0.000	0.726	0.938	0.857	-	0.942	0.000	0.579	0.842	0.893	-	0.790	0.000	0.875	0.711	0.865	-	0.855	0.940
Lights	0	30	508	56	-	594	0	61	472	21	-	554	0	41	62	44	-	147	0	5	50	43	-	98	1393
% Lights	-	96.8	95.7	93.3	-	95.5	-	100.0	95.4	87.5	-	95.5	-	93.2	96.9	88.0	-	93.0	-	71.4	92.6	95.6	-	92.5	95.0
Buses	0	0	4	0	-	4	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	7
% Buses	-	0.0	0.8	0.0	-	0.6	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	2.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	15	3	-	18	0	0	13	3	-	16	0	3	2	5	-	10	0	1	2	1	-	4	48
% Single-Unit Trucks	-	0.0	2.8	5.0	-	2.9	-	0.0	2.6	12.5	-	2.8	-	6.8	3.1	10.0	-	6.3	-	14.3	3.7	2.2	-	3.8	3.3
Articulated Trucks	0	1	4	1	-	6	0	0	8	0	-	8	0	0	0	0	-	0	0	1	1	1	-	3	17
% Articulated Trucks	-	3.2	0.8	1.7	-	1.0	-	0.0	1.6	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	14.3	1.9	2.2	-	2.8	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.9	0.0	-	0.9	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Lehigh Avenue with Oakton Street
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Oakton Street Eastbound						Oakton Street Westbound						Lehigh Avenue Northbound						Lehigh Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	10	166	16	0	192	0	19	181	4	1	204	0	30	18	12	0	60	0	8	31	19	0	58	514
4:15 PM	0	14	164	11	1	189	0	18	164	4	0	186	0	16	24	17	0	57	0	3	25	21	0	49	481
4:30 PM	0	11	167	18	0	196	0	10	172	3	0	185	0	22	30	20	0	72	0	9	32	18	0	59	512
4:45 PM	0	13	179	20	0	212	0	16	178	3	0	197	0	16	21	12	0	49	0	7	26	18	0	51	509
Total	0	48	676	65	1	789	0	63	695	14	1	772	0	84	93	61	0	238	0	27	114	76	0	217	2016
Approach %	0.0	6.1	85.7	8.2	-	-	0.0	8.2	90.0	1.8	-	-	0.0	35.3	39.1	25.6	-	-	0.0	12.4	52.5	35.0	-	-	-
Total %	0.0	2.4	33.5	3.2	-	39.1	0.0	3.1	34.5	0.7	-	38.3	0.0	4.2	4.6	3.0	-	11.8	0.0	1.3	5.7	3.8	-	10.8	-
PHF	0.000	0.857	0.944	0.813	-	0.930	0.000	0.829	0.960	0.875	-	0.946	0.000	0.700	0.775	0.763	-	0.826	0.000	0.750	0.891	0.905	-	0.919	0.981
Lights	0	47	661	60	-	768	0	60	681	14	-	755	0	83	93	60	-	236	0	26	114	74	-	214	1973
% Lights	-	97.9	97.8	92.3	-	97.3	-	95.2	98.0	100.0	-	97.8	-	98.8	100.0	98.4	-	99.2	-	96.3	100.0	97.4	-	98.6	97.9
Buses	0	0	2	2	-	4	0	1	3	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.3	3.1	-	0.5	-	1.6	0.4	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	11	0	-	11	0	2	8	0	-	10	0	1	0	1	-	2	0	1	0	2	-	3	26
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.4	-	3.2	1.2	0.0	-	1.3	-	1.2	0.0	1.6	-	0.8	-	3.7	0.0	2.6	-	1.4	1.3
Articulated Trucks	0	1	1	3	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	2.1	0.1	4.6	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Lehigh Avenue with Park Avenue
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Data

Start Time	Park Avenue Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	1	1	0	2	0	2	20	0	22	0	11	1	0	12	36
6:15 AM	0	0	1	0	1	0	7	21	0	28	0	19	2	0	21	50
6:30 AM	0	1	0	0	1	0	0	23	0	23	0	8	1	0	9	33
6:45 AM	0	1	3	0	4	0	15	23	0	38	0	17	3	0	20	62
Hourly Total	0	3	5	0	8	0	24	87	0	111	0	55	7	0	62	181
7:00 AM	1	3	2	0	6	0	6	35	0	41	0	20	2	0	22	69
7:15 AM	0	3	2	0	5	0	5	27	0	32	0	26	0	0	26	63
7:30 AM	0	3	2	1	5	0	7	35	0	42	0	21	0	0	21	68
7:45 AM	0	1	0	0	1	0	4	34	0	38	0	28	3	0	31	70
Hourly Total	1	10	6	1	17	0	22	131	0	153	0	95	5	0	100	270
8:00 AM	1	2	3	0	6	0	2	26	0	28	0	31	0	0	31	65
8:15 AM	0	2	2	0	4	0	8	24	0	32	0	21	2	0	23	59
8:30 AM	0	0	2	0	2	0	4	17	0	21	0	29	3	0	32	55
8:45 AM	0	3	0	0	3	0	3	24	0	27	0	17	2	0	19	49
Hourly Total	1	7	7	0	15	0	17	91	0	108	0	98	7	0	105	228
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	9	10	1	19	0	0	38	0	38	0	44	3	0	47	104
4:15 PM	0	4	6	0	10	0	0	40	0	40	0	46	0	0	46	96
4:30 PM	0	2	6	0	8	0	0	44	0	44	0	46	0	0	46	98
4:45 PM	0	1	3	0	4	0	4	33	0	37	0	51	2	0	53	94
Hourly Total	0	16	25	1	41	0	4	155	0	159	0	187	5	0	192	392
5:00 PM	0	6	7	0	13	0	2	26	0	28	0	45	2	0	47	88
5:15 PM	0	3	3	1	6	1	0	32	0	33	0	40	0	0	40	79
5:30 PM	0	2	3	1	5	0	0	21	0	21	0	40	2	0	42	68
5:45 PM	0	2	4	0	6	0	2	19	0	21	0	50	1	0	51	78
Hourly Total	0	13	17	2	30	1	4	98	0	103	0	175	5	0	180	313
6:00 PM	0	2	3	0	5	0	0	25	0	25	0	30	0	0	30	60
6:15 PM	0	3	2	0	5	0	0	29	0	29	0	40	2	0	42	76
6:30 PM	0	1	1	0	2	0	0	27	0	27	0	24	3	0	27	56
6:45 PM	0	1	2	0	3	0	1	15	0	16	0	23	0	0	23	42
Hourly Total	0	7	8	0	15	0	1	96	0	97	0	117	5	0	122	234
Grand Total	2	56	68	4	126	1	72	658	0	731	0	727	34	0	761	1618
Approach %	1.6	44.4	54.0	-	-	0.1	9.8	90.0	-	-	0.0	95.5	4.5	-	-	-
Total %	0.1	3.5	4.2	-	7.8	0.1	4.4	40.7	-	45.2	0.0	44.9	2.1	-	47.0	-
Lights	2	55	61	-	118	1	67	647	-	715	0	714	33	-	747	1580
% Lights	100.0	98.2	89.7	-	93.7	100.0	93.1	98.3	-	97.8	-	98.2	97.1	-	98.2	97.7

Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	4	-	4	0	3	10	-	13	0	11	1	-	12	29
% Single-Unit Trucks	0.0	0.0	5.9	-	3.2	0.0	4.2	1.5	-	1.8	-	1.5	2.9	-	1.6	1.8
Articulated Trucks	0	1	3	-	4	0	2	0	-	2	0	0	0	-	0	6
% Articulated Trucks	0.0	1.8	4.4	-	3.2	0.0	2.8	0.0	-	0.3	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.1	-	0.3	0.0	-	0.3	0.2
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Lehigh Avenue with Park Avenue
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Park Avenue Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	1	2	3	0	6	0	2	26	0	28	0	31	0	0	31	65
8:15 AM	0	2	2	0	4	0	8	24	0	32	0	21	2	0	23	59
8:30 AM	0	0	2	0	2	0	4	17	0	21	0	29	3	0	32	55
8:45 AM	0	3	0	0	3	0	3	24	0	27	0	17	2	0	19	49
Total	1	7	7	0	15	0	17	91	0	108	0	98	7	0	105	228
Approach %	6.7	46.7	46.7	-	-	0.0	15.7	84.3	-	-	0.0	93.3	6.7	-	-	-
Total %	0.4	3.1	3.1	-	6.6	0.0	7.5	39.9	-	47.4	0.0	43.0	3.1	-	46.1	-
PHF	0.250	0.583	0.583	-	0.625	0.000	0.531	0.875	-	0.844	0.000	0.790	0.583	-	0.820	0.877
Lights	1	6	2	-	9	0	15	89	-	104	0	94	6	-	100	213
% Lights	100.0	85.7	28.6	-	60.0	-	88.2	97.8	-	96.3	-	95.9	85.7	-	95.2	93.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	3	-	3	0	2	2	-	4	0	3	1	-	4	11
% Single-Unit Trucks	0.0	0.0	42.9	-	20.0	-	11.8	2.2	-	3.7	-	3.1	14.3	-	3.8	4.8
Articulated Trucks	0	1	2	-	3	0	0	0	-	0	0	0	0	-	0	3
% Articulated Trucks	0.0	14.3	28.6	-	20.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	1.0	0.0	-	1.0	0.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Lehigh Avenue with Park Avenue
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Park Avenue Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	9	10	1	19	0	0	38	0	38	0	44	3	0	47	104
4:15 PM	0	4	6	0	10	0	0	40	0	40	0	46	0	0	46	96
4:30 PM	0	2	6	0	8	0	0	44	0	44	0	46	0	0	46	98
4:45 PM	0	1	3	0	4	0	4	33	0	37	0	51	2	0	53	94
Total	0	16	25	1	41	0	4	155	0	159	0	187	5	0	192	392
Approach %	0.0	39.0	61.0	-	-	0.0	2.5	97.5	-	-	0.0	97.4	2.6	-	-	-
Total %	0.0	4.1	6.4	-	10.5	0.0	1.0	39.5	-	40.6	0.0	47.7	1.3	-	49.0	-
PHF	0.000	0.444	0.625	-	0.539	0.000	0.250	0.881	-	0.903	0.000	0.917	0.417	-	0.906	0.942
Lights	0	16	25	-	41	0	3	154	-	157	0	183	5	-	188	386
% Lights	-	100.0	100.0	-	100.0	-	75.0	99.4	-	98.7	-	97.9	100.0	-	97.9	98.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	4	0	-	4	5
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.6	-	0.6	-	2.1	0.0	-	2.1	1.3
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	25.0	0.0	-	0.6	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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(847)518-9990 abowen@kloainc.com

Count Name: Lehigh Avenue with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Data

Start Time	River Drive Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	6	0	0	6	0	0	21	0	21	0	12	5	0	17	44
6:15 AM	0	3	0	0	3	0	0	20	0	20	0	21	5	0	26	49
6:30 AM	0	6	0	0	6	0	0	24	0	24	0	9	9	0	18	48
6:45 AM	0	2	1	0	3	0	2	24	0	26	0	19	10	0	29	58
Hourly Total	0	17	1	0	18	0	2	89	0	91	0	61	29	0	90	199
7:00 AM	0	3	1	0	4	0	2	33	0	35	0	21	6	0	27	66
7:15 AM	0	8	2	0	10	0	2	28	0	30	0	24	15	0	39	79
7:30 AM	0	6	0	0	6	0	2	37	0	39	0	21	9	0	30	75
7:45 AM	0	8	0	1	8	0	3	26	0	29	0	32	15	0	47	84
Hourly Total	0	25	3	1	28	0	9	124	0	133	0	98	45	0	143	304
8:00 AM	0	9	1	0	10	0	3	27	0	30	0	29	8	0	37	77
8:15 AM	0	7	1	0	8	0	4	22	0	26	0	30	10	0	40	74
8:30 AM	0	2	1	0	3	0	4	10	0	14	0	31	7	0	38	55
8:45 AM	0	9	1	0	10	0	6	24	0	30	0	18	15	0	33	73
Hourly Total	0	27	4	0	31	0	17	83	0	100	0	108	40	0	148	279
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	15	5	0	20	0	0	42	0	42	0	42	7	0	49	111
4:15 PM	0	11	0	0	11	0	2	47	1	49	0	45	14	0	59	119
4:30 PM	0	10	5	1	15	0	1	45	0	46	0	41	7	0	48	109
4:45 PM	0	16	5	0	21	0	1	36	0	37	0	48	11	0	59	117
Hourly Total	0	52	15	1	67	0	4	170	1	174	0	176	39	0	215	456
5:00 PM	0	14	10	0	24	0	2	31	0	33	0	38	6	0	44	101
5:15 PM	0	10	3	0	13	0	3	35	0	38	0	39	11	0	50	101
5:30 PM	0	8	1	0	9	0	1	21	0	22	0	43	7	0	50	81
5:45 PM	0	5	1	0	6	0	3	18	0	21	0	49	6	0	55	82
Hourly Total	0	37	15	0	52	0	9	105	0	114	0	169	30	0	199	365
6:00 PM	0	8	1	0	9	0	2	28	0	30	0	30	2	0	32	71
6:15 PM	0	6	0	0	6	0	0	32	0	32	0	42	4	1	46	84
6:30 PM	0	4	0	0	4	0	2	27	0	29	0	27	3	0	30	63
6:45 PM	0	2	1	0	3	0	3	13	0	16	0	22	2	0	24	43
Hourly Total	0	20	2	0	22	0	7	100	0	107	0	121	11	1	132	261
Grand Total	0	178	40	2	218	0	48	671	1	719	0	733	194	1	927	1864
Approach %	0.0	81.7	18.3	-	-	0.0	6.7	93.3	-	-	0.0	79.1	20.9	-	-	-
Total %	0.0	9.5	2.1	-	11.7	0.0	2.6	36.0	-	38.6	0.0	39.3	10.4	-	49.7	-
Lights	0	176	40	-	216	0	47	660	-	707	0	721	189	-	910	1833
% Lights	-	98.9	100.0	-	99.1	-	97.9	98.4	-	98.3	-	98.4	97.4	-	98.2	98.3

Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	2	0	-	2	0	0	9	-	9	0	11	4	-	15	26
% Single-Unit Trucks	-	1.1	0.0	-	0.9	-	0.0	1.3	-	1.3	-	1.5	2.1	-	1.6	1.4
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	2.1	0.0	-	0.1	-	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	0	1	-	1	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	-	0.0	0.5	-	0.1	0.2
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Lehigh Avenue with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	River Drive Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	9	1	0	10	0	3	27	0	30	0	29	8	0	37	77
8:15 AM	0	7	1	0	8	0	4	22	0	26	0	30	10	0	40	74
8:30 AM	0	2	1	0	3	0	4	10	0	14	0	31	7	0	38	55
8:45 AM	0	9	1	0	10	0	6	24	0	30	0	18	15	0	33	73
Total	0	27	4	0	31	0	17	83	0	100	0	108	40	0	148	279
Approach %	0.0	87.1	12.9	-	-	0.0	17.0	83.0	-	-	0.0	73.0	27.0	-	-	-
Total %	0.0	9.7	1.4	-	11.1	0.0	6.1	29.7	-	35.8	0.0	38.7	14.3	-	53.0	-
PHF	0.000	0.750	1.000	-	0.775	0.000	0.708	0.769	-	0.833	0.000	0.871	0.667	-	0.925	0.906
Lights	0	26	4	-	30	0	16	83	-	99	0	104	38	-	142	271
% Lights	-	96.3	100.0	-	96.8	-	94.1	100.0	-	99.0	-	96.3	95.0	-	95.9	97.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	3	2	-	5	6
% Single-Unit Trucks	-	3.7	0.0	-	3.2	-	0.0	0.0	-	0.0	-	2.8	5.0	-	3.4	2.2
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	5.9	0.0	-	1.0	-	0.9	0.0	-	0.7	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Lehigh Avenue with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	River Drive Eastbound					Lehigh Avenue Northbound					Lehigh Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	15	5	0	20	0	0	42	0	42	0	42	7	0	49	111
4:15 PM	0	11	0	0	11	0	2	47	1	49	0	45	14	0	59	119
4:30 PM	0	10	5	1	15	0	1	45	0	46	0	41	7	0	48	109
4:45 PM	0	16	5	0	21	0	1	36	0	37	0	48	11	0	59	117
Total	0	52	15	1	67	0	4	170	1	174	0	176	39	0	215	456
Approach %	0.0	77.6	22.4	-	-	0.0	2.3	97.7	-	-	0.0	81.9	18.1	-	-	-
Total %	0.0	11.4	3.3	-	14.7	0.0	0.9	37.3	-	38.2	0.0	38.6	8.6	-	47.1	-
PHF	0.000	0.813	0.750	-	0.798	0.000	0.500	0.904	-	0.888	0.000	0.917	0.696	-	0.911	0.958
Lights	0	52	15	-	67	0	4	169	-	173	0	172	38	-	210	450
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.4	-	99.4	-	97.7	97.4	-	97.7	98.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	4	1	-	5	6
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.6	-	0.6	-	2.3	2.6	-	2.3	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Lincoln Avenue with Lehigh Avenue TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Data

Start Time	Lincoln Avenue Westbound					Lehigh Avenue Northbound					Access Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	0	21	13	0	34	0	7	76	1	83	0	23	7	0	30	147
4:15 PM	0	33	5	1	38	1	3	74	2	78	0	17	6	1	23	139
4:30 PM	0	35	10	0	45	0	4	54	1	58	0	16	1	1	17	120
4:45 PM	0	35	7	0	42	0	3	87	3	90	0	31	7	0	38	170
Hourly Total	0	124	35	1	159	1	17	291	7	309	0	87	21	2	108	576
5:00 PM	0	28	8	0	36	0	4	53	0	57	0	27	12	1	39	132
5:15 PM	0	29	12	0	41	0	3	79	0	82	0	28	12	0	40	163
5:30 PM	0	34	12	0	46	0	5	38	0	43	0	15	14	1	29	118
5:45 PM	0	32	12	0	44	0	3	64	0	67	0	29	9	2	38	149
Hourly Total	0	123	44	0	167	0	15	234	0	249	0	99	47	4	146	562
6:00 PM	0	18	9	0	27	0	7	49	0	56	0	16	8	3	24	107
6:15 PM	0	28	9	0	37	0	4	46	0	50	0	19	6	0	25	112
6:30 PM	0	13	6	0	19	0	2	36	0	38	0	26	11	0	37	94
6:45 PM	0	14	5	0	19	0	4	14	1	18	0	23	11	2	34	71
Hourly Total	0	73	29	0	102	0	17	145	1	162	0	84	36	5	120	384
Grand Total	0	320	108	1	428	1	49	670	8	720	0	270	104	11	374	1522
Approach %	0.0	74.8	25.2	-	-	0.1	6.8	93.1	-	-	0.0	72.2	27.8	-	-	-
Total %	0.0	21.0	7.1	-	28.1	0.1	3.2	44.0	-	47.3	0.0	17.7	6.8	-	24.6	-
Lights	0	316	106	-	422	1	48	669	-	718	0	267	103	-	370	1510
% Lights	-	98.8	98.1	-	98.6	100.0	98.0	99.9	-	99.7	-	98.9	99.0	-	98.9	99.2
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	4	1	-	5	0	1	0	-	1	0	2	1	-	3	9
% Single-Unit Trucks	-	1.3	0.9	-	1.2	0.0	2.0	0.0	-	0.1	-	0.7	1.0	-	0.8	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.9	-	0.2	0.0	0.0	0.0	-	0.0	-	0.4	0.0	-	0.3	0.1
Pedestrians	-	-	-	1	-	-	-	-	8	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Lincoln Avenue with Lehigh Avenue TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Lincoln Avenue Westbound					Lehigh Avenue Northbound					Access Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	0	21	13	0	34	0	7	76	1	83	0	23	7	0	30	147
4:15 PM	0	33	5	1	38	1	3	74	2	78	0	17	6	1	23	139
4:30 PM	0	35	10	0	45	0	4	54	1	58	0	16	1	1	17	120
4:45 PM	0	35	7	0	42	0	3	87	3	90	0	31	7	0	38	170
Total	0	124	35	1	159	1	17	291	7	309	0	87	21	2	108	576
Approach %	0.0	78.0	22.0	-	-	0.3	5.5	94.2	-	-	0.0	80.6	19.4	-	-	-
Total %	0.0	21.5	6.1	-	27.6	0.2	3.0	50.5	-	53.6	0.0	15.1	3.6	-	18.8	-
PHF	0.000	0.886	0.673	-	0.883	0.250	0.607	0.836	-	0.858	0.000	0.702	0.750	-	0.711	0.847
Lights	0	122	34	-	156	1	17	291	-	309	0	87	21	-	108	573
% Lights	-	98.4	97.1	-	98.1	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	2	1	-	3	0	0	0	-	0	0	0	0	-	0	3
% Single-Unit Trucks	-	1.6	2.9	-	1.9	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	7	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Oakton Street with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Data

Start Time	Oakton Street Eastbound						Oakton Street Westbound						River Drive Northbound						River Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	17	65	7	0	89	0	4	65	0	0	69	0	1	0	1	0	2	0	0	0	4	0	4	164
6:15 AM	0	13	90	19	0	122	0	2	93	2	0	97	0	1	0	3	0	4	0	0	2	2	0	4	227
6:30 AM	0	15	128	16	0	159	0	6	100	0	0	106	0	6	0	4	0	10	0	0	1	3	0	4	279
6:45 AM	0	30	130	13	0	173	0	7	90	1	0	98	0	3	2	7	0	12	0	0	0	6	0	6	289
Hourly Total	0	75	413	55	0	543	0	19	348	3	0	370	0	11	2	15	0	28	0	0	3	15	0	18	959
7:00 AM	0	17	112	17	0	146	0	3	126	6	1	135	0	8	2	3	0	13	0	3	0	5	0	8	302
7:15 AM	0	28	124	22	0	174	0	8	98	3	0	109	0	11	2	5	1	18	0	1	1	8	0	10	311
7:30 AM	0	23	140	26	0	189	0	5	143	1	0	149	0	11	1	3	0	15	0	0	0	7	0	7	360
7:45 AM	0	34	138	27	0	199	0	2	103	0	0	105	0	8	4	8	0	20	0	0	1	10	0	11	335
Hourly Total	0	102	514	92	0	708	0	18	470	10	1	498	0	38	9	19	1	66	0	4	2	30	0	36	1308
8:00 AM	0	22	129	27	0	178	0	10	127	4	0	141	0	17	5	4	0	26	0	1	1	6	0	8	353
8:15 AM	0	30	154	19	0	203	0	7	140	1	0	148	0	14	2	6	0	22	0	1	2	6	0	9	382
8:30 AM	0	22	137	29	0	188	0	12	138	0	0	150	0	12	1	7	0	20	0	0	1	9	0	10	368
8:45 AM	0	26	139	19	0	184	0	11	129	1	0	141	0	12	4	10	0	26	0	0	2	7	0	9	360
Hourly Total	0	100	559	94	0	753	0	40	534	6	0	580	0	55	12	27	0	94	0	2	6	28	0	36	1463
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	182	22	0	221	0	25	208	2	0	235	0	27	3	21	0	51	0	5	3	25	0	33	540
4:15 PM	0	10	162	23	0	195	0	12	190	4	0	206	0	28	4	25	0	57	0	0	1	24	0	25	483
4:30 PM	0	9	199	21	0	229	0	23	186	0	0	209	0	36	2	18	0	56	0	5	4	25	0	34	528
4:45 PM	0	12	181	24	0	217	0	16	196	0	0	212	0	25	0	20	0	45	0	1	5	32	0	38	512
Hourly Total	0	48	724	90	0	862	0	76	780	6	0	862	0	116	9	84	0	209	0	11	13	106	0	130	2063
5:00 PM	0	9	184	9	0	202	0	17	189	2	0	208	0	40	5	12	0	57	0	1	1	23	0	25	492
5:15 PM	0	12	197	31	0	240	0	11	215	0	0	226	0	27	2	19	0	48	0	2	3	23	0	28	542
5:30 PM	0	8	211	21	0	240	0	8	175	0	0	183	0	22	1	20	0	43	0	1	1	19	0	21	487
5:45 PM	0	6	190	17	0	213	0	15	180	1	1	196	0	30	1	10	1	41	0	2	1	17	0	20	470
Hourly Total	0	35	782	78	0	895	0	51	759	3	1	813	0	119	9	61	1	189	0	6	6	82	0	94	1991
6:00 PM	0	11	146	28	1	185	0	11	151	1	1	163	0	15	0	15	0	30	0	3	2	14	0	19	397
6:15 PM	0	6	164	10	0	180	0	8	181	0	0	189	0	24	0	14	1	38	0	0	2	8	0	10	417
6:30 PM	0	4	160	17	0	181	0	12	147	0	0	159	0	28	2	9	0	39	0	0	2	10	0	12	391
6:45 PM	0	4	135	19	0	158	0	10	136	0	0	146	0	11	0	5	0	16	0	0	0	4	0	4	324
Hourly Total	0	25	605	74	1	704	0	41	615	1	1	657	0	78	2	43	1	123	0	3	6	36	0	45	1529
Grand Total	0	385	3597	483	1	4465	0	245	3506	29	3	3780	0	417	43	249	3	709	0	26	36	297	0	359	9313
Approach %	0.0	8.6	80.6	10.8	-	-	0.0	6.5	92.8	0.8	-	-	0.0	58.8	6.1	35.1	-	-	0.0	7.2	10.0	82.7	-	-	-
Total %	0.0	4.1	38.6	5.2	-	47.9	0.0	2.6	37.6	0.3	-	40.6	0.0	4.5	0.5	2.7	-	7.6	0.0	0.3	0.4	3.2	-	3.9	-
Lights	0	372	3480	471	-	4323	0	237	3399	25	-	3661	0	394	37	242	-	673	0	24	29	288	-	341	8998

% Lights	-	96.6	96.7	97.5	-	96.8	-	96.7	96.9	86.2	-	96.9	-	94.5	86.0	97.2	-	94.9	-	92.3	80.6	97.0	-	95.0	96.6
Buses	0	0	18	0	-	18	0	0	24	0	-	24	0	0	0	0	-	0	0	0	0	0	-	0	42
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	7	72	5	-	84	0	6	62	2	-	70	0	14	5	3	-	22	0	1	5	6	-	12	188
% Single-Unit Trucks	-	1.8	2.0	1.0	-	1.9	-	2.4	1.8	6.9	-	1.9	-	3.4	11.6	1.2	-	3.1	-	3.8	13.9	2.0	-	3.3	2.0
Articulated Trucks	0	6	27	6	-	39	0	2	20	2	-	24	0	9	1	3	-	13	0	1	1	3	-	5	81
% Articulated Trucks	-	1.6	0.8	1.2	-	0.9	-	0.8	0.6	6.9	-	0.6	-	2.2	2.3	1.2	-	1.8	-	3.8	2.8	1.0	-	1.4	0.9
Bicycles on Road	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	1	0	-	1	4
% Bicycles on Road	-	0.0	0.0	0.2	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.4	-	0.1	-	0.0	2.8	0.0	-	0.3	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Oakton Street with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Oakton Street Eastbound						Oakton Street Westbound						River Drive Northbound						River Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	22	129	27	0	178	0	10	127	4	0	141	0	17	5	4	0	26	0	1	1	6	0	8	353
8:15 AM	0	30	154	19	0	203	0	7	140	1	0	148	0	14	2	6	0	22	0	1	2	6	0	9	382
8:30 AM	0	22	137	29	0	188	0	12	138	0	0	150	0	12	1	7	0	20	0	0	1	9	0	10	368
8:45 AM	0	26	139	19	0	184	0	11	129	1	0	141	0	12	4	10	0	26	0	0	2	7	0	9	360
Total	0	100	559	94	0	753	0	40	534	6	0	580	0	55	12	27	0	94	0	2	6	28	0	36	1463
Approach %	0.0	13.3	74.2	12.5	-	-	0.0	6.9	92.1	1.0	-	-	0.0	58.5	12.8	28.7	-	-	0.0	5.6	16.7	77.8	-	-	-
Total %	0.0	6.8	38.2	6.4	-	51.5	0.0	2.7	36.5	0.4	-	39.6	0.0	3.8	0.8	1.8	-	6.4	0.0	0.1	0.4	1.9	-	2.5	-
PHF	0.000	0.833	0.907	0.810	-	0.927	0.000	0.833	0.954	0.375	-	0.967	0.000	0.809	0.600	0.675	-	0.904	0.000	0.500	0.750	0.778	-	0.900	0.957
Lights	0	95	535	92	-	722	0	39	509	4	-	552	0	51	11	26	-	88	0	2	6	24	-	32	1394
% Lights	-	95.0	95.7	97.9	-	95.9	-	97.5	95.3	66.7	-	95.2	-	92.7	91.7	96.3	-	93.6	-	100.0	100.0	85.7	-	88.9	95.3
Buses	0	0	4	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.7	0.0	-	0.5	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	3	13	0	-	16	0	1	15	0	-	16	0	2	1	1	-	4	0	0	0	3	-	3	39
% Single-Unit Trucks	-	3.0	2.3	0.0	-	2.1	-	2.5	2.8	0.0	-	2.8	-	3.6	8.3	3.7	-	4.3	-	0.0	0.0	10.7	-	8.3	2.7
Articulated Trucks	0	2	7	2	-	11	0	0	8	2	-	10	0	2	0	0	-	2	0	0	0	1	-	1	24
% Articulated Trucks	-	2.0	1.3	2.1	-	1.5	-	0.0	1.5	33.3	-	1.7	-	3.6	0.0	0.0	-	2.1	-	0.0	0.0	3.6	-	2.8	1.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

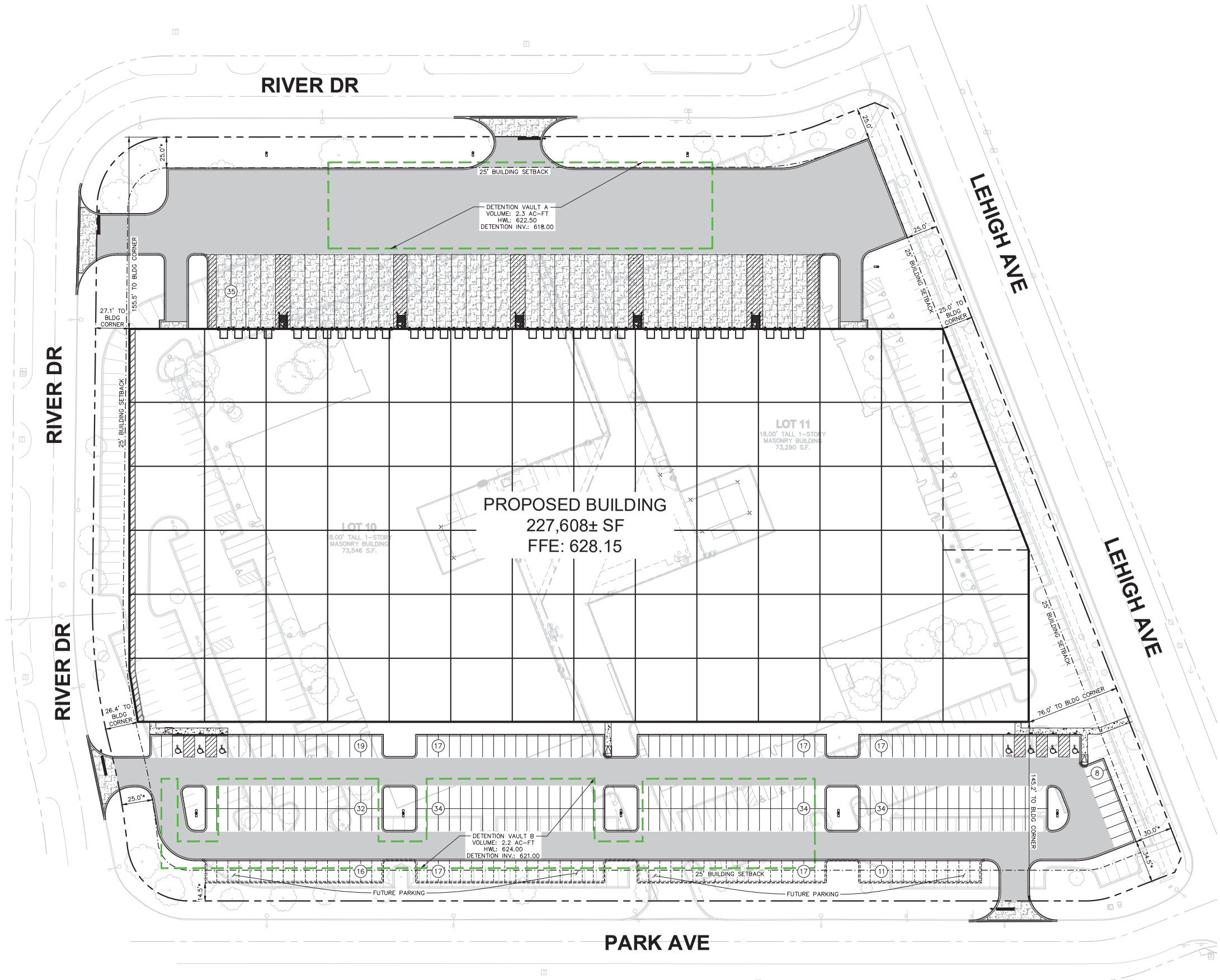
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Oakton Street with River Drive
TMC
Site Code:
Start Date: 03/25/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Oakton Street Eastbound						Oakton Street Westbound						River Drive Northbound						River Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	17	182	22	0	221	0	25	208	2	0	235	0	27	3	21	0	51	0	5	3	25	0	33	540
4:15 PM	0	10	162	23	0	195	0	12	190	4	0	206	0	28	4	25	0	57	0	0	1	24	0	25	483
4:30 PM	0	9	199	21	0	229	0	23	186	0	0	209	0	36	2	18	0	56	0	5	4	25	0	34	528
4:45 PM	0	12	181	24	0	217	0	16	196	0	0	212	0	25	0	20	0	45	0	1	5	32	0	38	512
Total	0	48	724	90	0	862	0	76	780	6	0	862	0	116	9	84	0	209	0	11	13	106	0	130	2063
Approach %	0.0	5.6	84.0	10.4	-	-	0.0	8.8	90.5	0.7	-	-	0.0	55.5	4.3	40.2	-	-	0.0	8.5	10.0	81.5	-	-	-
Total %	0.0	2.3	35.1	4.4	-	41.8	0.0	3.7	37.8	0.3	-	41.8	0.0	5.6	0.4	4.1	-	10.1	0.0	0.5	0.6	5.1	-	6.3	-
PHF	0.000	0.706	0.910	0.938	-	0.941	0.000	0.760	0.938	0.375	-	0.917	0.000	0.806	0.563	0.840	-	0.917	0.000	0.550	0.650	0.828	-	0.855	0.955
Lights	0	47	709	87	-	843	0	70	763	6	-	839	0	113	8	81	-	202	0	10	12	104	-	126	2010
% Lights	-	97.9	97.9	96.7	-	97.8	-	92.1	97.8	100.0	-	97.3	-	97.4	88.9	96.4	-	96.7	-	90.9	92.3	98.1	-	96.9	97.4
Buses	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.3	0.0	-	0.2	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	13	3	-	16	0	4	13	0	-	17	0	2	0	1	-	3	0	0	0	1	-	1	37
% Single-Unit Trucks	-	0.0	1.8	3.3	-	1.9	-	5.3	1.7	0.0	-	2.0	-	1.7	0.0	1.2	-	1.4	-	0.0	0.0	0.9	-	0.8	1.8
Articulated Trucks	0	1	0	0	-	1	0	2	2	0	-	4	0	1	1	2	-	4	0	1	1	1	-	3	12
% Articulated Trucks	-	2.1	0.0	0.0	-	0.1	-	2.6	0.3	0.0	-	0.5	-	0.9	11.1	2.4	-	1.9	-	9.1	7.7	0.9	-	2.3	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preliminary Site Plan



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- PROPERTY LINE
- BUILDING SETBACK

SITE SUMMARY

LOT AREA: 477,960 SF / 10.97 ACRES

	REQUIRED	PROVIDED
NORTH BUILDING SETBACK	25 FT	155.5 FT
SOUTH BUILDING SETBACK	25 FT	145.2 FT
WEST BUILDING SETBACK	25 FT	26.4 FT
EAST BUILDING SETBACK	25 FT	25 FT
NORTH PARKING SETBACK	25 FT	25 FT*
SOUTH PARKING SETBACK	25 FT	14.5 FT*
WEST PARKING SETBACK	25 FT	25 FT*
EAST PARKING SETBACK	25 FT	25 FT*
FLOOR AREA RATIO (MAXIMUM)	1.8	0.48
LANDSCAPED OPEN SPACE (MINIMUM)	15%	17.7%
STANDARD AUTO PARKING SPACES	–	205
FUTURE STANDARD AUTO PARKING SPACES	–	61
ACCESSIBLE PARKING SPACES	7	7
FUTURE ACCESSIBLE PARKING SPACES	7	0
TOTAL AUTO PARKING SPACES	228**	212
FUTURE TOTAL AUTO PARKING SPACES	228**	273
TOTAL TRUCK DOCK SPACES	–	35

* DIMENSIONS REFER TO BACK OF CURB

** ±227,608 SF / 1000 = 228

No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

BRIDGE INDUSTRIAL MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

OVERALL SITE PLAN

ORIGINAL ISSUE: 04/24/2025
KHA PROJECT NO. 268915000
SHEET NUMBER
C4.0

CMAP Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

March 21, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Lehigh Avenue - Lincoln Avenue - Oakton Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated March 20, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Lehigh Ave, at Lincoln Ave	2,950	3,650
Lincoln Ave west of Lehigh Ave	1,325	1,640
Lincoln Ave east of Lehigh Ave	3,500	4,330
Oakton Ave west of Lehigh Ave	27,300	29,500
Oakton Ave east of Lehigh Ave	21,400	23,400
Lehigh Ave south of Oakton Ave	4,700	5,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
\2025_trafficForecasts\MortonGrove\ck-28-25\ck-28-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

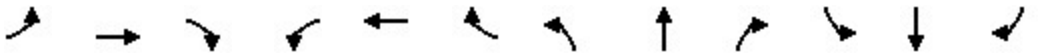
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 6th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

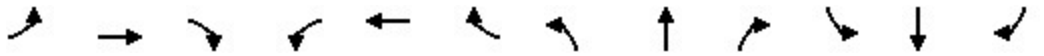


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	531	60	61	495	24	44	64	50	7	60	45
Future Volume (vph)	31	531	60	61	495	24	44	64	50	7	60	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.993			0.934			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3409	0	1805	3402	0	1687	3153	0	1399	3196	0
Flt Permitted	0.445			0.380			0.521			0.675		
Satd. Flow (perm)	821	3409	0	722	3402	0	925	3153	0	994	3196	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	7%	0%	5%	13%	7%	3%	12%	29%	7%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	629	0	65	553	0	47	121	0	7	112	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	48.0		13.0	48.0		13.0	26.0		13.0	26.0	
Total Split (%)	13.0%	48.0%		13.0%	48.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	69.9	62.4		71.7	64.8		19.5	15.1		16.3	10.0	
Actuated g/C Ratio	0.70	0.62		0.72	0.65		0.20	0.15		0.16	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.05	0.30		0.11	0.25		0.20	0.25		0.04	0.35	
Control Delay (s/veh)	4.3	7.2		5.7	9.8		31.7	37.6		28.0	44.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	4.3	7.2		5.7	9.8		31.7	37.6		28.0	44.7	
LOS	A	A		A	A		C	D		C	D	
Approach Delay (s/veh)		7.1			9.4			36.0			43.7	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	4	56		12	87		24	33		3	35	
Queue Length 95th (ft)	9	63		28	136		51	64		14	61	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	683	2128		629	2204		253	653		219	639	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.30		0.10	0.25		0.19	0.19		0.03	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 13.9		Intersection LOS: B	
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lehigh Avenue & Oakton Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	593	94	40	538	6	55	12	27	2	6	28
Future Volume (vph)	100	593	94	40	538	6	55	12	27	2	6	28
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.898			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3619	1583	1752	3422	0	1687	1621	0	1805	1491	0
Flt Permitted	0.410			0.418			0.487			0.730		
Satd. Flow (perm)	742	3619	1583	771	3422	0	865	1621	0	1387	1491	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	3%	5%	33%	7%	8%	4%	0%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	618	98	42	566	0	57	41	0	2	35	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	24.0	24.0	6.5	24.0		6.5	24.0		6.5	24.0	
Total Split (s)	16.0	48.0	48.0	13.0	45.0		13.0	26.0		13.0	26.0	
Total Split (%)	16.0%	48.0%	48.0%	13.0%	45.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	75.5	69.2	69.2	72.7	66.2		18.2	14.8		13.2	9.3	
Actuated g/C Ratio	0.76	0.69	0.69	0.73	0.66		0.18	0.15		0.13	0.09	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.25	0.09	0.07	0.25		0.25	0.17		0.01	0.25	
Control Delay (s/veh)	5.5	9.4	9.7	4.2	7.3		33.2	37.0		27.5	46.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.5	9.4	9.7	4.2	7.3		33.2	37.0		27.5	46.3	
LOS	A	A	A	A	A		C	D		C	D	
Approach Delay (s/veh)		8.9			7.1			34.8			45.3	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	18	98	26	5	66		29	22		1	21	
Queue Length 95th (ft)	41	150	57	14	91		59	55		7	51	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	690	2503	1095	672	2266		244	333		276	298	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.25	0.09	0.06	0.25		0.23	0.12		0.01	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: River Drive & Oakton Street

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	4	17	93	108	40
Future Vol, veh/h	27	4	17	93	108	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	6	4	4	5
Mvmt Flow	30	4	19	102	119	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	280	141	163	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	705	913	1392	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	913	1392	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.22	1.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1392	-	696	913	-	-
HCM Lane V/C Ratio	0.013	-	0.043	0.005	-	-
HCM Ctrl Dly (s/v)	7.6	-	10.4	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

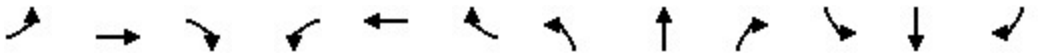
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	7	17	102	105	7
Future Vol, veh/h	8	7	17	102	105	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	13	71	12	4	3	14
Mvmt Flow	9	8	19	116	119	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	123	127	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.53	6.91	4.22	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.939	2.308	-	-	-
Pot Cap-1 Maneuver	689	771	1399	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	771	1399	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.06	1.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1399	-	680	771	-	-
HCM Lane V/C Ratio	0.014	-	0.013	0.01	-	-
HCM Ctrl Dly (s/v)	7.6	-	10.4	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣				
Volume (vph)	5	78	70	181	19	4	10	0	145	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	153	0	0	204	0	0	155	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.95	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1767	0	0	1810	0	0	1628	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1792		0	198		0	841		0	0	
Reference Time A (s)	0.0	10.2		0.0	123.7		0.0	22.1		0.0	0.0	
Adj Saturation B (vph	0	0		NA	NA		0	0		NA	NA	
Reference Time B (s)	8.3	18.4		NA	NA		8.7	19.4		NA	NA	
Reference Time (s)		10.2			123.7			19.4			0.0	
Adj Reference Time (s)		14.2			127.7			23.4			8.0	
Split Option												
Ref Time Combined (s)	0.0	10.4		0.0	13.5		0.0	11.4		0.0	0.0	
Ref Time Seperate (s)	0.3	5.3		12.0	1.2		0.7	0.0		0.0	0.0	
Reference Time (s)	10.4	10.4		13.5	13.5		11.4	11.4		0.0	0.0	
Adj Reference Time (s)	14.4	14.4		17.5	17.5		15.4	15.4		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	127.7	23.4	
Split Option (s)	31.9	15.4	
Minimum (s)	31.9	15.4	47.3

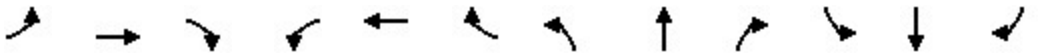
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	39.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

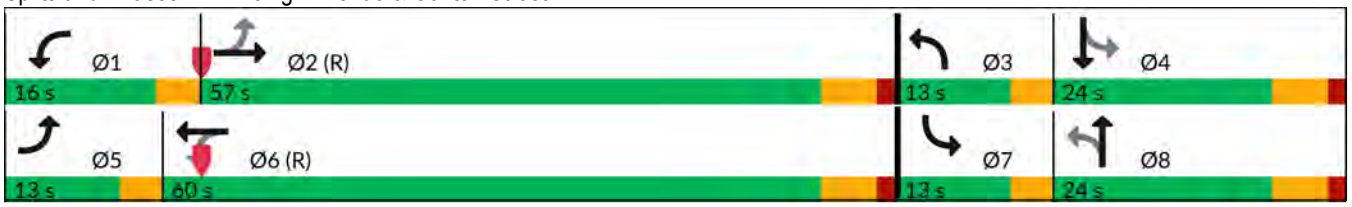


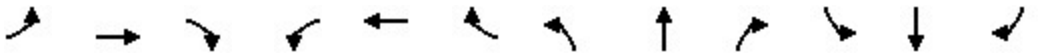
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	706	65	63	702	14	84	100	61	27	114	76
Future Volume (vph)	48	706	65	63	702	14	84	100	61	27	114	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.997			0.943			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1719	3492	0	1787	3379	0	1687	3353	0
Flt Permitted	0.340			0.311			0.520			0.648		
Satd. Flow (perm)	633	3476	0	563	3492	0	978	3379	0	1151	3353	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	8%	5%	3%	7%	1%	0%	2%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	786	0	64	730	0	86	164	0	28	194	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	57.0		16.0	60.0		13.0	24.0		13.0	24.0	
Total Split (%)	11.8%	51.8%		14.5%	54.5%		11.8%	21.8%		11.8%	21.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	74.6	66.7		75.3	67.0		24.3	16.1		20.9	12.6	
Actuated g/C Ratio	0.68	0.61		0.68	0.61		0.22	0.15		0.19	0.11	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.37		0.14	0.34		0.31	0.33		0.11	0.51	
Control Delay (s/veh)	5.4	9.3		7.0	12.8		35.0	43.9		31.1	50.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.4	9.3		7.0	12.8		35.0	43.9		31.1	50.1	
LOS	A	A		A	B		C	D		C	D	
Approach Delay (s/veh)		9.1			12.4			40.8			47.7	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	8	105		13	140		48	55		15	68	
Queue Length 95th (ft)	15	116		30	199		86	88		37	103	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	539	2106		529	2127		286	583		283	548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.37		0.12	0.34		0.30	0.28		0.10	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 106 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lehigh Avenue & Oakton Street



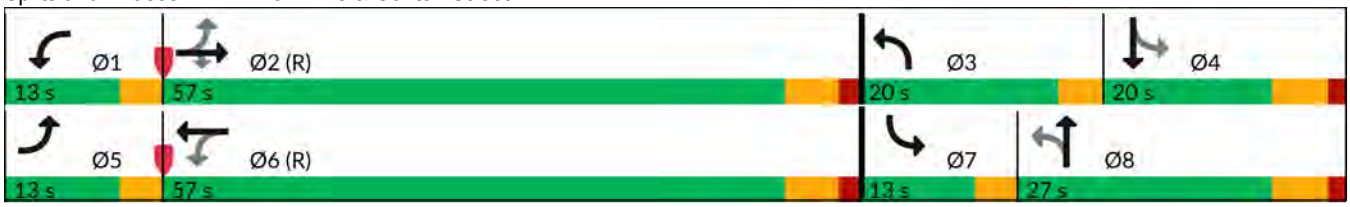


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	724	90	76	780	6	116	9	84	11	13	106
Future Volume (vph)	48	724	90	76	780	6	116	9	84	11	13	106
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.864			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1568	1671	3536	0	1752	1569	0	1656	1604	0
Flt Permitted	0.285			0.303			0.529			0.694		
Satd. Flow (perm)	531	3725	1568	533	3536	0	976	1569	0	1210	1604	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	8%	2%	0%	3%	11%	4%	9%	8%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	754	94	79	819	0	121	97	0	11	124	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	21.0	6.5	14.0		6.5	21.0		6.5	14.0	
Total Split (s)	13.0	57.0	57.0	13.0	57.0		20.0	27.0		13.0	20.0	
Total Split (%)	11.8%	51.8%	51.8%	11.8%	51.8%		18.2%	24.5%		11.8%	18.2%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	60.4	60.4	70.1	61.2		30.9	26.3		22.3	13.8	
Actuated g/C Ratio	0.62	0.55	0.55	0.64	0.56		0.28	0.24		0.20	0.13	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.37	0.11	0.19	0.42		0.34	0.26		0.04	0.62	
Control Delay (s/veh)	8.9	16.2	15.0	6.7	10.5		31.9	35.5		26.5	59.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.9	16.2	15.0	6.7	10.5		31.9	35.5		26.5	59.0	
LOS	A	B	B	A	B		C	D		C	E	
Approach Delay (s/veh)		15.7			10.2			33.5			56.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	12	159	32	14	95		65	54		6	83	
Queue Length 95th (ft)	29	233	69	29	124		108	107		18	145	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	447	2046	861	444	1967		390	377		322	218	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.37	0.11	0.18	0.42		0.31	0.26		0.03	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: River Drive & Oakton Street



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	15	4	170	182	39
Future Vol, veh/h	52	15	4	170	182	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	3
Mvmt Flow	54	16	4	177	190	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	395	210	230	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	613	835	1350	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	835	1350	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.99	0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1350	-	612	835	-	-
HCM Lane V/C Ratio	0.003	-	0.089	0.019	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.5	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	25	4	158	192	5
Future Vol, veh/h	16	25	4	158	192	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	25	1	2	0
Mvmt Flow	17	27	4	168	204	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	384	207	210	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.35	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.425	-	-	-
Pot Cap-1 Maneuver	623	839	1236	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	839	1236	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.03	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1236	-	621	839	-	-
HCM Lane V/C Ratio	0.003	-	0.027	0.032	-	-
HCM Ctrl Dly (s/v)	7.9	-	11	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣				
Volume (vph)	0	87	21	124	35	0	18	0	291	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	108	0	0	159	0	0	309	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1845	0	0	1826	0	0	1627	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1845		0	145		0	883		0	0	
Reference Time A (s)	0.0	7.0		0.0	131.6		0.0	42.0		0.0	0.0	
Adj Saturation B (vph	0	1845		0	0		0	0		NA	NA	
Reference Time B (s)	0.0	7.0		16.2	18.4		9.2	30.8		NA	NA	
Reference Time (s)		7.0			18.4			30.8			0.0	
Adj Reference Time (s)		11.0			22.4			34.8			8.0	
Split Option												
Ref Time Combined (s)	0.0	7.0		0.0	10.4		0.0	22.8		0.0	0.0	
Ref Time Seperate (s)	0.0	5.7		8.2	2.2		1.2	0.0		0.0	0.0	
Reference Time (s)	7.0	7.0		10.4	10.4		22.8	22.8		0.0	0.0	
Adj Reference Time (s)	11.0	11.0		14.4	14.4		26.8	26.8		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	22.4	34.8	
Split Option (s)	25.5	26.8	
Minimum (s)	22.4	26.8	49.2

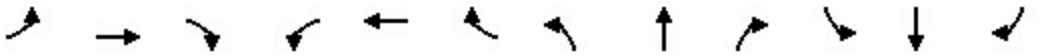
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

No Build Weekday Morning Peak Hour Conditions

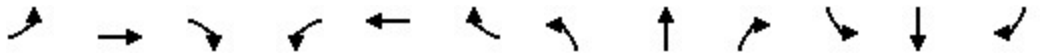


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	551	62	63	513	25	46	66	52	7	62	47
Future Volume (vph)	32	551	62	63	513	25	46	66	52	7	62	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.993			0.934			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3409	0	1805	3402	0	1687	3152	0	1399	3193	0
Flt Permitted	0.431			0.363			0.527			0.673		
Satd. Flow (perm)	795	3409	0	690	3402	0	936	3152	0	991	3193	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	7%	0%	5%	13%	7%	3%	12%	29%	7%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	652	0	67	573	0	49	125	0	7	116	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	48.0		13.0	48.0		13.0	26.0		13.0	26.0	
Total Split (%)	13.0%	48.0%		13.0%	48.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	67.8	60.2		69.5	62.6		21.7	17.3		17.5	10.1	
Actuated g/C Ratio	0.68	0.60		0.70	0.63		0.22	0.17		0.18	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.06	0.32		0.12	0.27		0.19	0.23		0.04	0.36	
Control Delay (s/veh)	4.5	7.9		6.1	10.5		30.4	36.0		27.9	44.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	4.5	7.9		6.1	10.5		30.4	36.0		27.9	44.7	
LOS	A	A		A	B		C	D		C	D	
Approach Delay (s/veh)		7.7			10.1			34.4			43.8	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)	5	57		12	92		25	34		3	36	
Queue Length 95th (ft)	9	65		29	142		52	65		14	63	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	649	2052		594	2129		274	657		238	638	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.32		0.11	0.27		0.18	0.19		0.03	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lehigh Avenue & Oakton Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	616	94	40	560	6	55	12	27	2	6	28
Future Volume (vph)	100	616	94	40	560	6	55	12	27	2	6	28
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.898			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3619	1583	1752	3422	0	1687	1621	0	1805	1491	0
Flt Permitted	0.398			0.406			0.487			0.730		
Satd. Flow (perm)	720	3619	1583	749	3422	0	865	1621	0	1387	1491	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	3%	5%	33%	7%	8%	4%	0%	0%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	642	98	42	589	0	57	41	0	2	35	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	24.0	24.0	6.5	24.0		6.5	24.0		6.5	24.0	
Total Split (s)	16.0	48.0	48.0	13.0	45.0		13.0	26.0		13.0	26.0	
Total Split (%)	16.0%	48.0%	48.0%	13.0%	45.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	75.5	69.1	69.1	72.7	66.2		18.2	14.8		13.2	9.3	
Actuated g/C Ratio	0.76	0.69	0.69	0.73	0.66		0.18	0.15		0.13	0.09	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.26	0.09	0.07	0.26		0.25	0.17		0.01	0.25	
Control Delay (s/veh)	5.5	9.4	9.7	4.3	7.3		33.2	37.0		27.5	46.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.5	9.4	9.7	4.3	7.3		33.2	37.0		27.5	46.3	
LOS	A	A	A	A	A		C	D		C	D	
Approach Delay (s/veh)		9.0			7.1			34.8			45.3	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	18	102	26	5	69		29	22		1	21	
Queue Length 95th (ft)	41	156	57	14	95		59	55		7	51	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	676	2502	1094	657	2265		244	334		276	298	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.26	0.09	0.06	0.26		0.23	0.12		0.01	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay (s/veh): 10.7 Intersection LOS: B
Intersection Capacity Utilization 44.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: River Drive & Oakton Street

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	4	17	97	112	40
Future Vol, veh/h	27	4	17	97	112	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	6	4	4	5
Mvmt Flow	30	4	19	107	123	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	289	145	167	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	697	908	1387	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	908	1387	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.28	1.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1387	-	688	908	-	-
HCM Lane V/C Ratio	0.013	-	0.043	0.005	-	-
HCM Ctrl Dly (s/v)	7.6	-	10.5	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

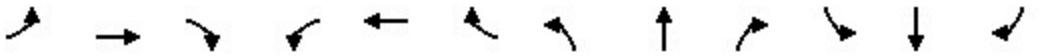
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	7	17	106	109	7
Future Vol, veh/h	8	7	17	106	109	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	13	71	12	4	3	14
Mvmt Flow	9	8	19	120	124	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	287	128	132	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.53	6.91	4.22	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.939	2.308	-	-	-
Pot Cap-1 Maneuver	681	766	1394	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	671	766	1394	-	-	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	1.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1394	-	671	766	-	-
HCM Lane V/C Ratio	0.014	-	0.014	0.01	-	-
HCM Ctrl Dly (s/v)	7.6	-	10.4	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣				
Volume (vph)	5	81	73	188	20	4	10	0	150	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	159	0	0	212	0	0	160	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.95	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1766	0	0	1811	0	0	1628	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1791		0	195		0	854		0	0	
Reference Time A (s)	0.0	10.7		0.0	130.2		0.0	22.5		0.0	0.0	
Adj Saturation B (vph	0	0		NA	NA		0	0		NA	NA	
Reference Time B (s)	8.3	18.8		NA	NA		8.7	19.8		NA	NA	
Reference Time (s)		10.7			130.2			19.8			0.0	
Adj Reference Time (s)		14.7			134.2			23.8			8.0	
Split Option												
Ref Time Combined (s)	0.0	10.8		0.0	14.1		0.0	11.8		0.0	0.0	
Ref Time Seperate (s)	0.3	5.5		12.5	1.3		0.7	0.0		0.0	0.0	
Reference Time (s)	10.8	10.8		14.1	14.1		11.8	11.8		0.0	0.0	
Adj Reference Time (s)	14.8	14.8		18.1	18.1		15.8	15.8		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	134.2	23.8	
Split Option (s)	32.9	15.8	
Minimum (s)	32.9	15.8	48.6

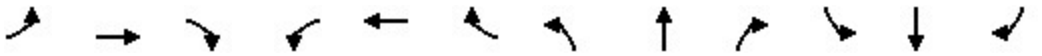
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	40.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

No Build Weekday Evening Peak Hour Conditions



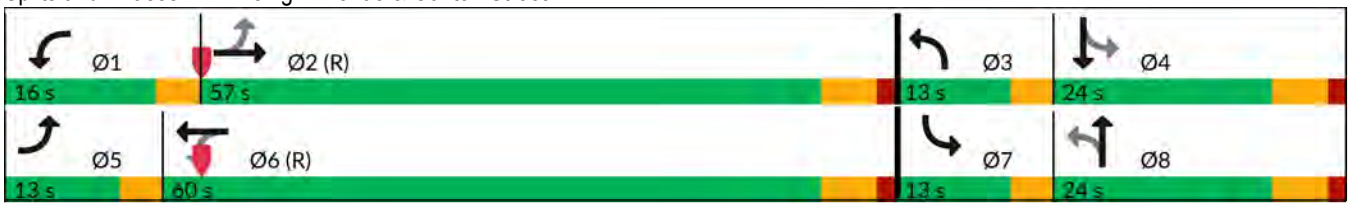
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	732	67	65	728	15	87	104	63	28	118	79
Future Volume (vph)	50	732	67	65	728	15	87	104	63	28	118	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.997			0.944			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1719	3492	0	1787	3382	0	1687	3353	0
Flt Permitted	0.327			0.298			0.520			0.644		
Satd. Flow (perm)	609	3476	0	539	3492	0	978	3382	0	1144	3353	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	8%	5%	3%	7%	1%	0%	2%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	815	0	66	758	0	89	170	0	29	201	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	57.0		16.0	60.0		13.0	24.0		13.0	24.0	
Total Split (%)	11.8%	51.8%		14.5%	54.5%		11.8%	21.8%		11.8%	21.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	74.3	66.4		75.1	66.7		24.5	16.2		21.2	12.8	
Actuated g/C Ratio	0.68	0.60		0.68	0.61		0.22	0.15		0.19	0.12	

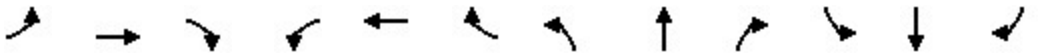
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.11	0.39		0.15	0.36		0.32	0.34		0.11	0.52	
Control Delay (s/veh)	5.5	9.5		7.2	13.1		35.0	43.9		31.0	50.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.5	9.5		7.2	13.1		35.0	43.9		31.0	50.0	
LOS	A	A		A	B		D	D		C	D	
Approach Delay (s/veh)		9.3			12.7			40.8			47.6	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	9	111		14	148		49	57		16	71	
Queue Length 95th (ft)	15	119		31	210		88	91		38	106	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	523	2096		513	2118		287	586		285	548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.39		0.13	0.36		0.31	0.29		0.10	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 106 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay (s/veh): 18.4 Intersection LOS: B
Intersection Capacity Utilization 54.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Lehigh Avenue & Oakton Street



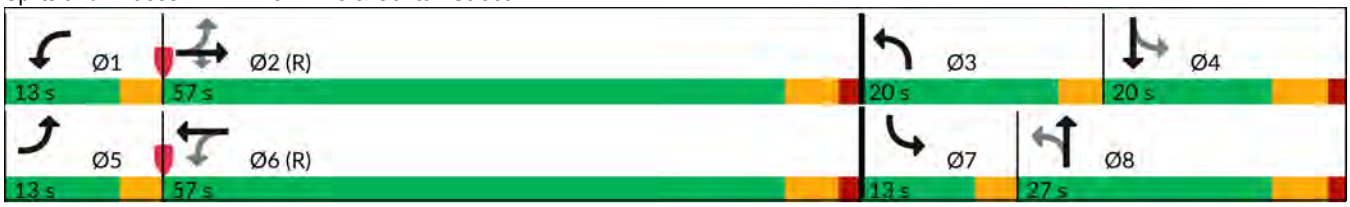


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	754	90	76	812	6	116	9	84	11	13	106
Future Volume (vph)	48	754	90	76	812	6	116	9	84	11	13	106
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.864			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1568	1671	3536	0	1752	1569	0	1656	1604	0
Flt Permitted	0.270			0.289			0.528			0.694		
Satd. Flow (perm)	503	3725	1568	508	3536	0	974	1569	0	1210	1604	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	8%	2%	0%	3%	11%	4%	9%	8%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	785	94	79	852	0	121	97	0	11	124	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	21.0	6.5	14.0		6.5	21.0		6.5	14.0	
Total Split (s)	13.0	57.0	57.0	13.0	57.0		20.0	27.0		13.0	20.0	
Total Split (%)	11.8%	51.8%	51.8%	11.8%	51.8%		18.2%	24.5%		11.8%	18.2%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	60.4	60.4	70.1	61.2		30.9	26.3		22.3	13.8	
Actuated g/C Ratio	0.62	0.55	0.55	0.64	0.56		0.28	0.24		0.20	0.13	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.38	0.11	0.20	0.43		0.34	0.26		0.04	0.62	
Control Delay (s/veh)	8.9	16.4	15.0	6.7	10.5		31.9	35.5		26.5	59.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.9	16.4	15.0	6.7	10.5		31.9	35.5		26.5	59.0	
LOS	A	B	B	A	B		C	D		C	E	
Approach Delay (s/veh)		15.9			10.2			33.5			56.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	12	168	32	14	96		65	54		6	83	
Queue Length 95th (ft)	29	245	69	29	129		108	107		18	145	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	432	2045	861	429	1967		390	377		322	218	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.38	0.11	0.18	0.43		0.31	0.26		0.03	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: River Drive & Oakton Street



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	15	4	177	190	39
Future Vol, veh/h	52	15	4	177	190	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	3
Mvmt Flow	54	16	4	184	198	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	411	218	239	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	601	827	1340	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	599	827	1340	-	-	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.12	0.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1340	-	599	827	-	-
HCM Lane V/C Ratio	0.003	-	0.09	0.019	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.6	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.1	-	-

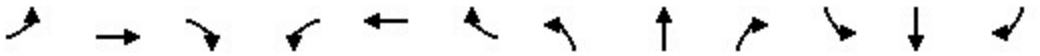
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	25	4	165	200	5
Future Vol, veh/h	16	25	4	165	200	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	25	1	2	0
Mvmt Flow	17	27	4	176	213	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	399	215	218	0	-	0
Stage 1	215	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.35	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.425	-	-	-
Pot Cap-1 Maneuver	610	830	1226	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	830	1226	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	0.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1226	-	608	830	-	-
HCM Lane V/C Ratio	0.003	-	0.028	0.032	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.1	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	90	22	129	36	0	19	0	302	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	112	0	0	165	0	0	321	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1844	0	0	1826	0	0	1627	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1844		0	145		0	876		0	0	
Reference Time A (s)	0.0	7.3		0.0	136.9		0.0	44.0		0.0	0.0	
Adj Saturation B (vph	0	1844		0	0		0	0		NA	NA	
Reference Time B (s)	0.0	7.3		16.6	18.8		9.3	31.7		NA	NA	
Reference Time (s)		7.3			18.8			31.7			0.0	
Adj Reference Time (s)		11.3			22.8			35.7			8.0	
Split Option												
Ref Time Combined (s)	0.0	7.3		0.0	10.8		0.0	23.7		0.0	0.0	
Ref Time Seperate (s)	0.0	5.9		8.6	2.3		1.3	0.0		0.0	0.0	
Reference Time (s)	7.3	7.3		10.8	10.8		23.7	23.7		0.0	0.0	
Adj Reference Time (s)	11.3	11.3		14.8	14.8		27.7	27.7		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	22.8	35.7	
Split Option (s)	26.1	27.7	
Minimum (s)	22.8	27.7	50.5

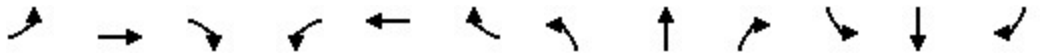
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

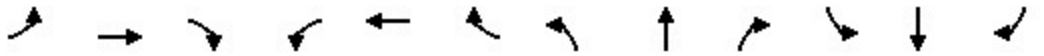


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	553	68	63	530	42	57	88	53	9	72	47
Future Volume (vph)	32	553	68	63	530	42	57	88	53	9	72	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.984			0.989			0.944			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3384	0	1805	3395	0	1612	3026	0	1480	3020	0
Flt Permitted	0.411			0.356			0.526			0.657		
Satd. Flow (perm)	758	3384	0	676	3395	0	892	3026	0	1023	3020	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	13%	0%	5%	7%	12%	13%	12%	22%	18%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	660	0	67	609	0	61	150	0	10	127	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	48.0		13.0	48.0		13.0	26.0		13.0	26.0	
Total Split (%)	13.0%	48.0%		13.0%	48.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	66.8	59.3		68.6	61.7		22.6	18.2		18.1	10.6	
Actuated g/C Ratio	0.67	0.59		0.69	0.62		0.23	0.18		0.18	0.11	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.06	0.33		0.12	0.29		0.24	0.27		0.05	0.40	
Control Delay (s/veh)	4.8	8.3		6.5	11.2		30.6	35.9		27.2	45.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	4.8	8.3		6.5	11.2		30.6	35.9		27.2	45.0	
LOS	A	A		A	B		C	D		C	D	
Approach Delay (s/veh)		8.1			10.8			34.4			43.7	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)	5	60		12	102		31	41		5	40	
Queue Length 95th (ft)	9	68		30	155		61	75		17	67	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	620	2005		579	2094		269	647		255	604	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.33		0.12	0.29		0.23	0.23		0.04	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Lehigh Avenue & Oakton Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	616	94	40	560	34	55	12	27	10	6	40
Future Volume (vph)	54	616	94	40	560	34	55	12	27	10	6	40
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.992			0.898			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3619	1583	1752	3392	0	1687	1621	0	1203	1355	0
Flt Permitted	0.389			0.398			0.503			0.730		
Satd. Flow (perm)	691	3619	1583	734	3392	0	893	1621	0	925	1355	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	5%	2%	3%	5%	15%	7%	8%	4%	50%	0%	25%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	642	98	42	618	0	57	41	0	10	48	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	24.0	24.0	6.5	24.0		6.5	24.0		6.5	24.0	
Total Split (s)	16.0	48.0	48.0	13.0	45.0		13.0	26.0		13.0	26.0	
Total Split (%)	16.0%	48.0%	48.0%	13.0%	45.0%		13.0%	26.0%		13.0%	26.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	73.8	68.2	68.2	72.6	66.1		18.8	15.4		14.8	10.3	
Actuated g/C Ratio	0.74	0.68	0.68	0.73	0.66		0.19	0.15		0.15	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.26	0.09	0.07	0.28		0.24	0.16		0.06	0.35	
Control Delay (s/veh)	6.1	10.1	10.4	4.6	7.5		31.9	36.2		27.8	47.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.1	10.1	10.4	4.6	7.5		31.9	36.2		27.8	47.9	
LOS	A	B	B	A	A		C	D		C	D	
Approach Delay (s/veh)		9.9			7.3			33.7			44.4	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	10	105	27	5	74		29	21		5	29	
Queue Length 95th (ft)	26	164	60	15	101		58	54		17	63	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	647	2467	1079	646	2240		252	342		192	271	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.26	0.09	0.07	0.28		0.23	0.12		0.05	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: River Drive & Oakton Street

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	13	26	100	135	51
Future Vol, veh/h	28	13	26	100	135	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	69	38	4	3	4
Mvmt Flow	31	14	29	110	148	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	343	176	204	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.44	6.89	4.48	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.921	2.542	-	-	-
Pot Cap-1 Maneuver	649	720	1179	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	720	1179	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.7	1.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1179	-	633	720	-	-
HCM Lane V/C Ratio	0.024	-	0.049	0.02	-	-
HCM Ctrl Dly (s/v)	8.1	-	11	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

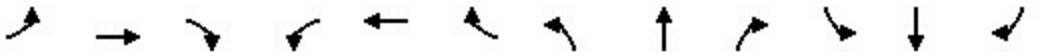
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	10	47	115	118	30
Future Vol, veh/h	11	10	47	115	118	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	50	4	11	10	3
Mvmt Flow	13	11	53	131	134	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	389	151	168	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	6.49	6.7	4.14	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.75	2.236	-	-	-
Pot Cap-1 Maneuver	602	783	1397	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	783	1397	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.55	2.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1397	-	579	783	-	-
HCM Lane V/C Ratio	0.038	-	0.022	0.015	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.4	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣				
Volume (vph)	5	81	93	202	20	4	12	0	152	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	179	0	0	226	0	0	164	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	0.95	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1749	0	0	1810	0	0	1630	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1771		0	187		0	789		0	0	
Reference Time A (s)	0.0	12.1		0.0	145.0		0.0	24.9		0.0	0.0	
Adj Saturation B (vph	0	0		NA	NA		0	0		NA	NA	
Reference Time B (s)	8.3	20.3		NA	NA		8.8	20.1		NA	NA	
Reference Time (s)		12.1			145.0			20.1			0.0	
Adj Reference Time (s)		16.1			149.0			24.1			8.0	
Split Option												
Ref Time Combined (s)	0.0	12.3		0.0	15.0		0.0	12.1		0.0	0.0	
Ref Time Seperate (s)	0.3	5.6		13.4	1.3		0.8	0.0		0.0	0.0	
Reference Time (s)	12.3	12.3		15.0	15.0		12.1	12.1		0.0	0.0	
Adj Reference Time (s)	16.3	16.3		19.0	19.0		16.1	16.1		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	149.0	24.1	
Split Option (s)	35.3	16.1	
Minimum (s)	35.3	16.1	51.3

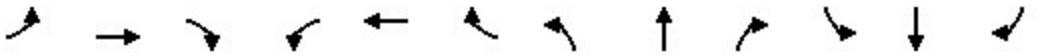
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions



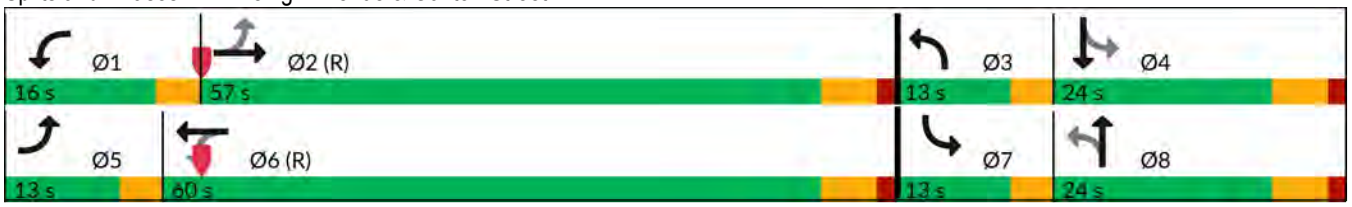
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	748	75	65	730	18	89	109	63	44	135	79
Future Volume (vph)	50	748	75	65	730	18	89	109	63	44	135	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	215		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			130			120			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.986			0.996			0.945			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1719	3488	0	1770	3324	0	1719	3312	0
Flt Permitted	0.325			0.287			0.551			0.641		
Satd. Flow (perm)	605	3468	0	519	3488	0	1026	3324	0	1160	3312	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			30			35	
Link Distance (ft)		1224			2871			815			722	
Travel Time (s)		20.9			55.9			18.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	9%	5%	3%	6%	2%	3%	2%	5%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	840	0	66	763	0	91	175	0	45	219	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	13.0	57.0		16.0	60.0		13.0	24.0		13.0	24.0	
Total Split (%)	11.8%	51.8%		14.5%	54.5%		11.8%	21.8%		11.8%	21.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	73.6	65.6		74.4	66.0		24.4	14.4		22.5	13.5	
Actuated g/C Ratio	0.67	0.60		0.68	0.60		0.22	0.13		0.20	0.12	

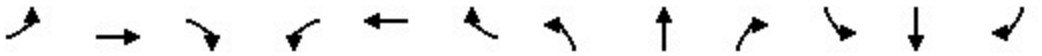
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.11	0.41		0.15	0.36		0.32	0.40		0.16	0.54	
Control Delay (s/veh)	5.6	9.5		7.5	13.6		34.5	46.1		31.2	50.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.6	9.5		7.5	13.6		34.5	46.1		31.2	50.0	
LOS	A	A		A	B		C	D		C	D	
Approach Delay (s/veh)		9.3			13.1			42.1			46.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	8	114		14	152		50	59		24	77	
Queue Length 95th (ft)	17	130		32	216		89	93		51	113	
Internal Link Dist (ft)		1144			2791			735			642	
Turn Bay Length (ft)	170			215			185			175		
Base Capacity (vph)	517	2069		498	2092		293	543		297	541	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.41		0.13	0.36		0.31	0.32		0.15	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 106 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay (s/veh): 19.0 Intersection LOS: B
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Lehigh Avenue & Oakton Street





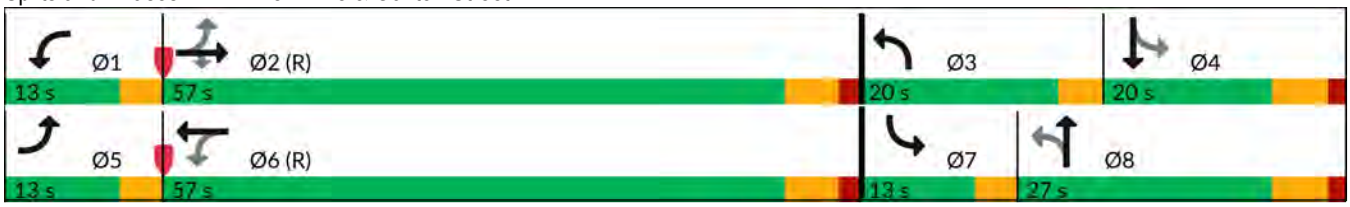
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	754	90	76	812	10	116	9	84	35	13	151
Future Volume (vph)	57	754	90	76	812	10	116	9	84	35	13	151
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		180	285		0	250		0	95		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			145			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.864			0.862	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3725	1568	1671	3529	0	1752	1569	0	1656	1584	0
Flt Permitted	0.262			0.287			0.433			0.694		
Satd. Flow (perm)	474	3725	1568	505	3529	0	799	1569	0	1210	1584	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1323			1224			671			680	
Travel Time (s)		22.6			20.9			18.3			18.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	2%	3%	8%	2%	10%	3%	11%	4%	9%	8%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	785	94	79	856	0	121	97	0	36	171	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	21.0	6.5	14.0		6.5	21.0		6.5	14.0	
Total Split (s)	13.0	57.0	57.0	13.0	57.0		20.0	27.0		13.0	20.0	
Total Split (%)	11.8%	51.8%	51.8%	11.8%	51.8%		18.2%	24.5%		11.8%	18.2%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	66.0	57.6	57.6	67.1	58.1		33.7	24.2		26.4	16.7	
Actuated g/C Ratio	0.60	0.52	0.52	0.61	0.53		0.31	0.22		0.24	0.15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.40	0.11	0.20	0.46		0.36	0.28		0.11	0.71	
Control Delay (s/veh)	9.9	17.9	16.0	7.3	11.8		30.6	39.1		26.8	61.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	9.9	17.9	16.0	7.3	11.8		30.6	39.1		26.8	61.7	
LOS	A	B	B	A	B		C	D		C	E	
Approach Delay (s/veh)		17.2			11.4			34.4			55.7	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	16	185	36	16	101		61	58		17	112	
Queue Length 95th (ft)	33	245	69	28	130		108	110		41	#226	
Internal Link Dist (ft)		1243			1144			591			600	
Turn Bay Length (ft)	120		180	285			250			95		
Base Capacity (vph)	399	1949	820	413	1864		387	345		353	242	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.40	0.11	0.19	0.46		0.31	0.28		0.10	0.71	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay (s/veh): 19.9 Intersection LOS: B
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: River Drive & Oakton Street



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	19	7	198	193	41
Future Vol, veh/h	63	19	7	198	193	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	21	43	1	2	2
Mvmt Flow	66	20	7	206	201	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	443	222	244	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.4	6.41	4.53	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.489	2.587	-	-	-
Pot Cap-1 Maneuver	576	772	1116	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	772	1116	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.57	0.28	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1116	-	572	772	-	-
HCM Lane V/C Ratio	0.007	-	0.115	0.026	-	-
HCM Ctrl Dly (s/v)	8.2	-	12.1	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.1	-	-

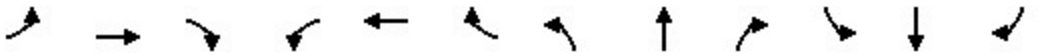
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	54	9	168	204	8
Future Vol, veh/h	37	54	9	168	204	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	95	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	14	2	3	0
Mvmt Flow	39	57	10	179	217	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	419	221	226	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.24	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.326	-	-	-
Pot Cap-1 Maneuver	594	823	1275	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	823	1275	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.45	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1275	-	590	823	-	-
HCM Lane V/C Ratio	0.008	-	0.067	0.07	-	-
HCM Ctrl Dly (s/v)	7.8	-	11.5	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.2	-	-



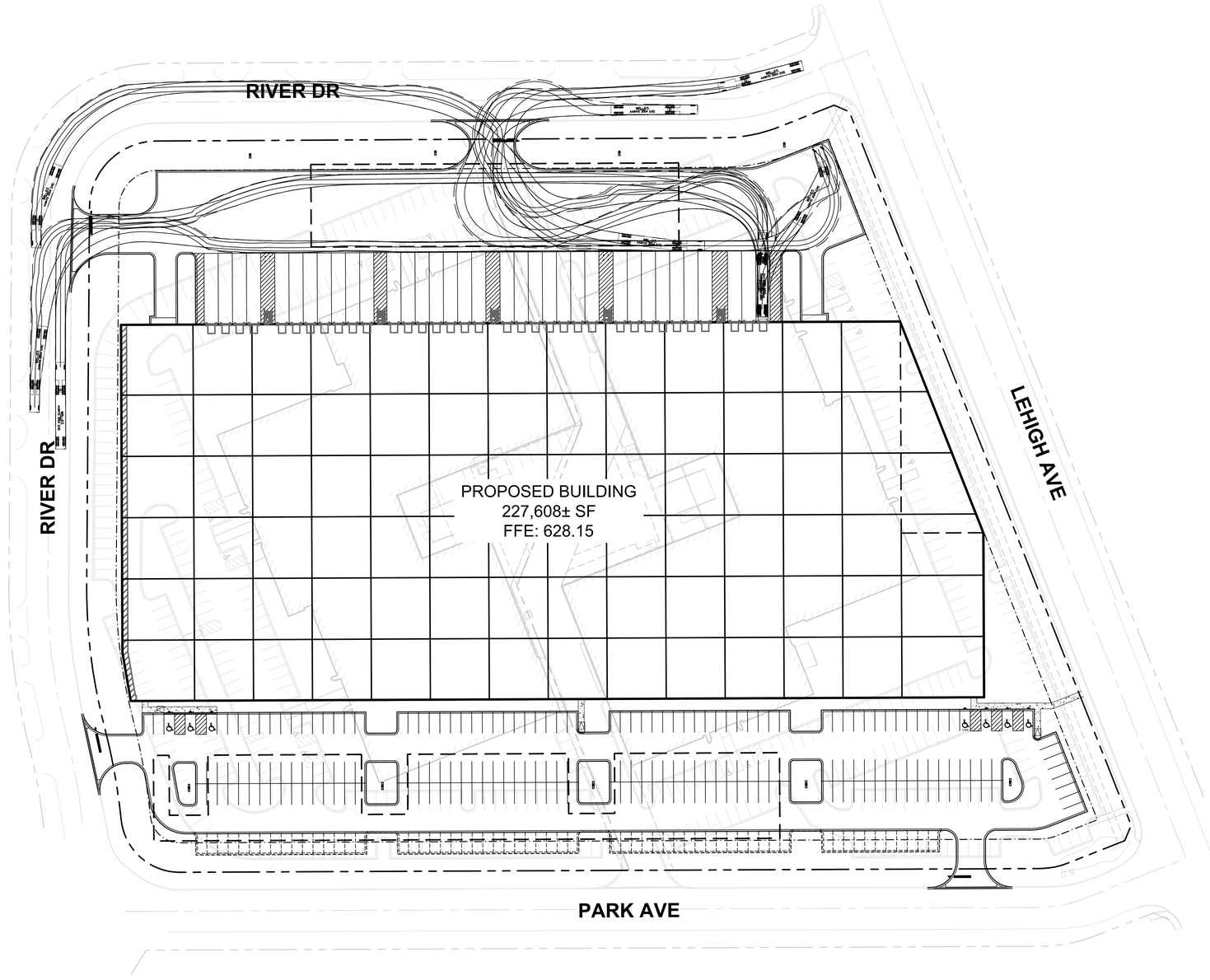
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	90	25	131	36	0	32	0	321	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	115	0	0	167	0	0	353	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.86	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1838	0	0	1825	0	0	1633	0	0	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1838		0	144		0	701		0	0	
Reference Time A (s)	0.0	7.5		0.0	138.9		0.0	60.4		0.0	0.0	
Adj Saturation B (vph	0	1838		0	0		0	0		NA	NA	
Reference Time B (s)	0.0	7.5		16.7	19.0		10.1	33.9		NA	NA	
Reference Time (s)		7.5			19.0			33.9			0.0	
Adj Reference Time (s)		11.5			23.0			37.9			8.0	
Split Option												
Ref Time Combined (s)	0.0	7.5		0.0	11.0		0.0	25.9		0.0	0.0	
Ref Time Seperate (s)	0.0	5.9		8.7	2.3		2.1	0.0		0.0	0.0	
Reference Time (s)	7.5	7.5		11.0	11.0		25.9	25.9		0.0	0.0	
Adj Reference Time (s)	11.5	11.5		15.0	15.0		29.9	29.9		0.0	0.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	23.0	37.9	
Split Option (s)	26.5	29.9	
Minimum (s)	23.0	29.9	52.9

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Call Before You Dig
JULIE
1-800-892-0123

No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, ILLINOIS 60555
PHONE: 630-487-9650
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

WB-65 TRUCK EXHIBIT

BRIDGE INDUSTRIAL
MORTON GROVE

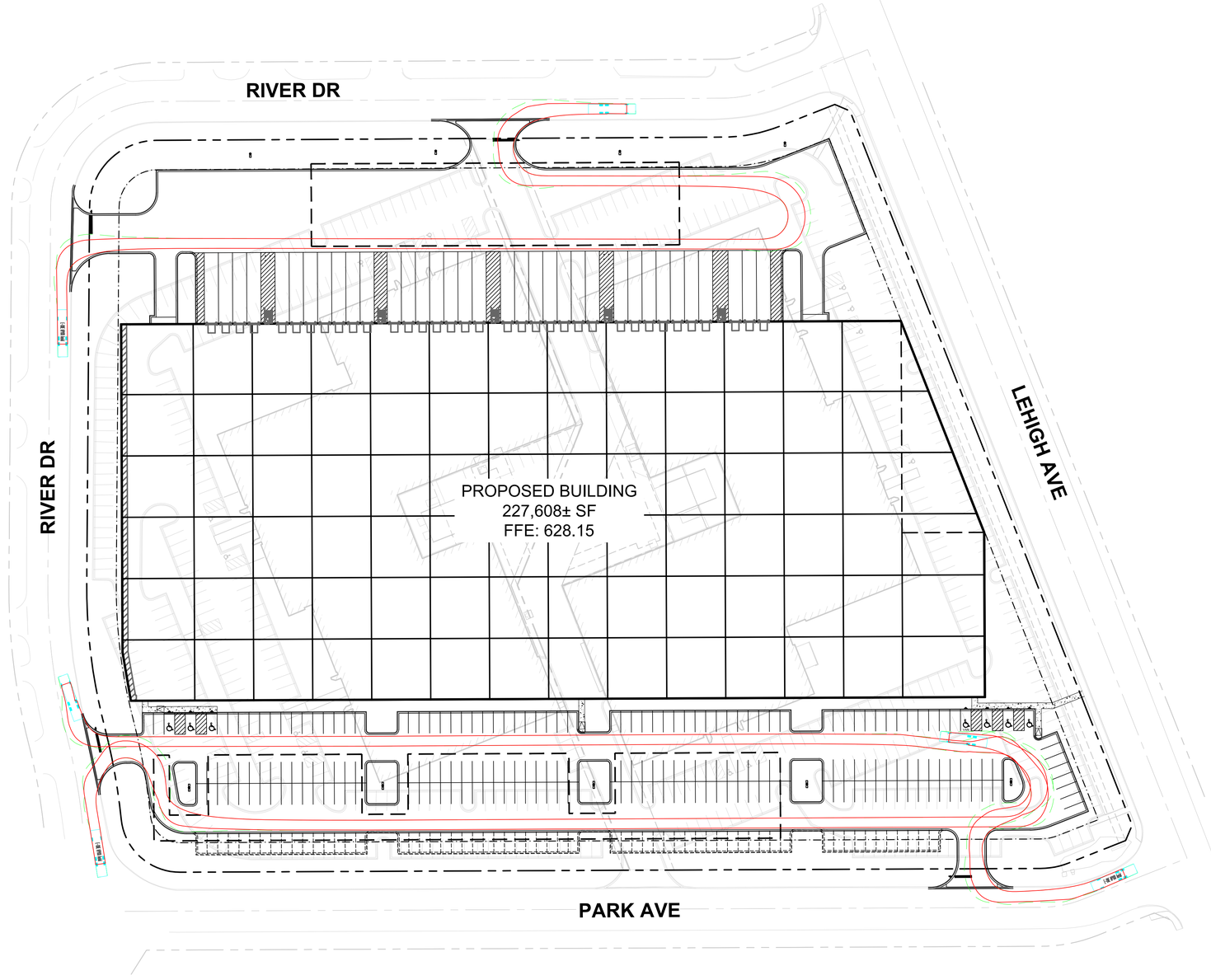
SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

ORIGINAL ISSUE:
05/05/2025

KHA PROJECT NO.
268915000

SHEET NUMBER

1 OF 1



NORTH

GRAPHIC SCALE IN FEET
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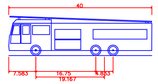

E-ONE HP100 Aerial	
Overall Length	40.000ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min. Body Ground Clearance	1.333ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

No.	REVISIONS	DATE	BY

Kimley»Horn

4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-9650
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: HLM
DRAWN BY: HLM
CHECKED BY: TJS

BRIDGE

FIRE TRUCK EXIHBIT

BRIDGE INDUSTRIAL
MORTON GROVE

SOUTHWEST CORNER OF LEHIGH AVE & RIVER DR.
MORTON GROVE, ILLINOIS 60053

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1 OF 1

MORTON GROVE RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

The establishment, maintenance, or operation of the special uses to allow warehouse, distribution center, and light manufacturing uses at the property will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. The special uses will have a positive impact. For example, buildings that were constructed more than 35 years ago will be replaced with new, modern light industrial buildings constructed in accordance with the latest codes thus improving public health, safety and welfare.

The special uses will also promote the general welfare by stabilizing the Village's tax base, diversifying its employment base and creating new employment opportunities. In addition, the new business activity will create new opportunities for existing Village businesses which should enhance the sales tax base. The current buildings on the property are experiencing high vacancies due, in part to their obsolescence. The new buildings will meet the high demand for new light industrial buildings which should result in higher occupancies

b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The special uses to allow warehouse, distribution center, and light manufacturing uses will not be injurious to the uses and enjoyment of other property in the immediate vicinity as they will support a project that will complement the existing commercial and industrial areas located to the north, east, south, and west. The subject property is located in the core of the Village's manufacturing area. All surrounding properties are zoned for heavier manufacturing uses. Accordingly, there should be a compatibility with existing uses in the area. The proposed project will likely add to commercial and industrial property values in the surrounding area due to the reinvestment and redevelopment of an existing older property. Truck traffic will be directed south to Touhy Avenue so that commercial and residential uses to the north are not impacted by the proposed uses

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The establishment of the Special Uses to allow warehouse, distribution center, and light manufacturing use at the property will not impede the normal and orderly development and improvement of the surrounding property for the uses permitted. The property has historically been used for light industrial uses. The roadway system, infrastructure and land platting of the

area are well established. The property is also surrounded by other industrial uses to the north, east, south, and west.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

As the property is currently occupied by two industrial office buildings with approximately 147,000 gross square feet, the proposed special uses to allow warehouses, distribution centers, and light manufacturing uses to operate at the property will utilize the existing public infrastructure for sewer and water service and surrounding roadway system. To the extent such facilities are not adequate to service the proposed development, the applicant will make the necessary and appropriate upgrades. The property will also have two new stormwater detention vaults to ensure that stormwater is properly managed. The detention vaults will connect to the Village's existing stormwater system which is adequate to serve the property.

Also, as the property is located in an existing industrial area, there are existing roads and driveways that will provide access to the site.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Adequate measures have been taken to provide ingress and egress as to minimize traffic congestions. As mentioned above, the property is currently in use by multiple commercial and industrial tenants. There are also multiple points of ingress/egress to the site from Lehigh Avenue and the site is served by River Drive, which runs south to connect to Oakton Street and Touhy Avenue. In addition, the applicant has commissioned a traffic study which concluded that the proposed development will generate less traffic than the existing site at full occupancy. Moreover, the existing intersections have sufficient reserve capacity to accommodate traffic generated from the project site.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

The proposed Special Use is not contrary to, but rather is in furtherance of the objectives of the current Comprehensive Plan for the Village of Morton Grove (the "Comp Plan"). The Comp Plan calls for industrial uses to be located at the property. In addition, the Comp Plan calls for the continuation of upgrades and enhancements of the southern industrial district including the replacement of obsolete industrial facilities. The proposed Special Uses also support the Comp Plan's goal of having industrial development which maintains a diversified economic base. In furtherance of this goal, the proposed Special Uses support the Comp Plan's objective of the replacement or redevelopment of marginal, deteriorated, or obsolete industrial properties as the existing improvements on the property are more than 35 years old and do not meet the standards of modern industrial buildings.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

The proposed Special Uses will conform to the applicable regulations of the M-O/R zoning district, except to the extent that relief is granted by the Village and shall adhere to any applicable modifications in the regulations as recommended by the Commission.